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THE COTTON TRADE. DEPRESSION IN JAPAN. SMALLER MILLS HARD HIT.

The *Japan Chronicle* says:—
Telegrams have been describing the depression of the Lancashire cotton trade, still by far the greatest centre in the world for the manufacture of cotton. One of the troubles there, as elsewhere, is that a number of mills are heavily over-capitalized through deals made during the boom. This has not happened so much in Japan, though, a great many extensions have been carried out at boom prices. Many of the mills here are doubtless glad to-day of the long delays in getting the machinery that they ordered during the prosperous days. The machinery is still on order and in course of delivery, and much of it has been diverted to China, where labour is cheaper and the protection system, not such a burden on manufacture. One hears nothing of orders being cancelled, and naturally they cannot be cancelled and replaced with every fluctuation in the spinning trade, but the fact that large orders are in hand for the Far East casts an extra gloom over Lancashire. But if Lancashire has reason to look on the extension of spinning in China with misgiving, Japan has much more reason—except those comparatively few Japanese who are creating this Chinese expansion.

The *Asahi* describes the Japanese cotton industry as "drowning in a whirlpool of low prices," and, like those of Lancashire, the Japanese mills are seriously considering the question of a limitation of output until markets recover their tone, for at present nobody wants to buy, and mill-owners are in the position of having to spin for stock. Such large companies as the Kanagafuchi, Goto, Toyo, Nippon and Fushima, paying dividends up to 60 per cent., are said to be seriously considering a less ostentatious dividend. So far, the Spinning Guild denies that there is any intention of limiting output. In fact, they dare not take measures for the forcing up of prices at a time when the Government and everybody else is engaged in a "down with prices" propaganda.

There are a number of very badly managed companies, especially among the smaller fry, which even in days when prices are good and sweating easy, accumulate too great resources. In days when real economy is needed, these naturally are the first to suffer. In addition to their other handicaps, many of the inferior companies are said to have large stocks on hand of raw cotton that they bought speculatively when prices were much higher than they are now. Though able to speculate in raw material, they are unable to secure long contracts for their goods but habitually sell at the market rate. They cannot sell low enough to attract buyers at present, and their prospects are getting desperate. Many of the smaller companies, especially in Osaka and neighbourhood, amalgamated after the boom was over, but have had no opportunity to strengthen their position. They were unable in war-time to get new machines, but bought second-hand ones, so their efficiency is low and their product inferior, though their costs of production are high.

As these minor mills are actually losing money in some cases, they are anxious only to get all competitors to join in a general short-time movement. Some are still keeping up the day-and-night work with two eleven-hour shifts as usual, but only lose money by it. Force of circumstances will soon compel them to reduce output, and it is said that another two months of the present state of the market will see them "in the cart," closed down both day and night. If that happens there will be 100,000 unemployed suddenly put upon the labour market, and it will remain to be seen what will be done in the way of "discharge allowances" and other fashionable demands.

Even if there is only a short-time movement, without any discharges, it necessarily means a reduction in wages. Propaganda is going on among the unions for creating a resolution all to hold together and take united action in their own interests. In the class of mills most hit by the depression male workers receive on an average ¥1.05 a day and female ¥1.37. If these wages are cut they will have a real difficulty in living, even with prices somewhat reduced, and serious troubles may result.

SMALL MILLS CLOSING.

In a further article on the depression of the cotton trade the *Asahi* states that some of the mills have already been compelled to restrict operations. If a *laissez faire* policy, or no policy at all, is adopted, the situation will go from bad to worse. Restriction by force of circumstances means bankruptcy, whereas voluntary combination for restriction may mean avoiding bankruptcy. If prices are improved by the united working of short time, those who do not join in the movement benefit most, and when there is a movement of this sort it is generally the minor companies who stand out and reap the benefit. Now, however, they cannot stand out, as they are compelled to reduce output. Some of the small companies, which cannot finance the buying of raw cotton, have already closed their doors. Even the large and wealthy companies find their credit seriously reduced, to say nothing of their profits. But they can keep on, and they are having their revenge on the minor companies because they benefit by minor companies' reduction of output. Some time ago the minor companies held a meeting and agreed to ask the big concerns to sacrifice themselves for the benefit of the small ones in order to enable them to tide over their difficulties. At first the movement was confined to the smaller mills in the Kansai District, but they are trying to get the smaller mills all over the country to join in the movement. Most of them are expected to join, but whether they will have sufficient influence in the Master Spinners' Guild will still remain to be proved.

OPIMUM AND MORPHIA IN SHANSI. DETERMINATION TO "CLEAN UP" THE PROVINCE.

A letter from a correspondent in Shansi of the International Anti-Opium Association, dated October 27th, says:—The war of this province is not one of blood, destruction and financial disaster but war against moral and social evil. Under the leadership of Governor Yen, Shansi is setting an example not only to be assimilated by the rest of China but one which will obtain the approval of the world. The constructive legislation of this province is the more remarkable because it is unique. Whilst the rest of the country is torn with dissension, rivalry and military conflict here we find positive social and national upbuilding. The educational organization, road constructive work by disbanded soldiers, the co-operative methods of local government, etc., are not within my office to expound, but we have already made the League of Nations at Geneva aware of Governor Yen's vigorous campaign against opium and morphia. In the recent report of the Shansi branch of the International Anti-Opium Association, of which Governor Yen is the patron, we find that a meeting was called on September 9th, 1922, at Taiyuanfu, at which thirty-seven Magistrates of different shien were present, and under the leadership of President Chen Yi-ho and Mr. Liu Chung-wu they discussed regulations for the prohibition of opium and other narcotics.

The Governor and this branch are unanimous in their determination to clean up the province. The public and people are being educated concerning the evils of opium and morphia by bands of students preaching in all directions. These students are first instructed and then supplied with anti-opium literature by the Taiyuan branch. Sixty sub-branches have been formed in the Kai-feng district alone, and twenty new branches in other parts of the province were reported at the last meeting. The activity of the police may be judged from the seizures and opium burnings. In connection with the Taiyuanfu Higher Inspection Court there were, burned:—

April 11th.—8,253 ounces of morphia and opium; 109,118 Chintan pills; 6,342 opium instruments.
April 25th.—3,595 ounces of morphia and other narcotics; 57,953 Chintan pills; 5,095 opium instruments.
May 24th.—4,293 ounces of narcotics; 12 bags of Chintan; 24,899 Chintan pills; 3,229 opium instruments.
August.—17,691 ounces of narcotics; 190 parcels of Chintan in powder; 33,079 Chintan pills; 3,701 opium instruments.

June.—4,751 ounces of morphia and Chintan; 239 opium instruments.
The total of the three main items is:—38,613 ounces of morphia, opium and other narcotics; 229,449 morphia pills (Chintan); 18,655 opium instruments; in addition to bags and parcels of Chintan pills and powders.—*Reader.*

A SHANGHAI STRIKE.

A serious position has arisen in the cotton trade as a result of the strike of 4,000 cotton operatives at the Japan-China Cotton Manufacturing Co., Pootung, says the *Asahi*. The strike has taken place as a protest against the action of the mill management, who are alleged to have been responsible for the closing of the Pootung Spinners and Weavers' Association's premises by the Chinese police. Since the premises were sealed about a month ago, local labour and the workers themselves have made repeated peaceful efforts to gain possession of their offices. The strikers have made no demand for increased pay. Their action seems to have aroused the sympathy of all local labour organizations, including the Labour and Merchants' Mutual Aid Association, who have denied in the Chinese Press that their offices were now being used as the headquarters of the Pootung Spinners and Weavers' Association. Demonstrations are expected in the Settlements.

GERMAN COAL MINING ENTERPRISE IN CHINA. THE CHING-TSING MINES.

The Asiatic News Agency states that General Wong Chen Ping, Civil Governor of Chihli, reports the appointment of Mr. von Hanneken as engineer-in-chief of the Ching-ting coal mines, on the Chihli-Shansi border, and that the Chinese engineer, Chang Chin Kwang, who has been in charge of the mines during the last four years, has been instructed to return to the Ministry of Agriculture and Commerce for duty. According to the agreement, the mine will become a Sino-German concern whose director will be a Chinese official, to be appointed by the Provincial Government of Chihli at Tientsin, while the traffic, accountant and engineering departments will be placed under experienced German control with Mr. von Hanneken as Chief Engineer. The mine was handed over to Mr. Hanneken on October 29th and in a memorial to the Civil Governor of Chihli, Mr. von Hanneken expressed full satisfaction as regards all the work done by the Chinese engineers. In North China mining industry, the Ching-ting mines are regarded as second only to the mines of the Kailan Mining Administration, and much superior to the Lincheng mines, so that with further development under German experts, Ching-ting coal will become a formidable competitor of the Tangshan product in the not very distant future.

will have sufficient influence in the Master Spinners' Guild will still remain to be proved.

ALLEGED INTERFERENCE WITH JUSTICE. AN "UNSATISFACTORY" INCIDENT AT THE MAGISTRACY.

Mr. E. W. Hamilton found it necessary to investigate, at the Magistracy, yesterday, a serious allegation against a revenue officer; namely, that he had interfered with the administration of justice. A man charged under the Opium Ordinance had just been removed from Mr. Wood's Court, on remand, and the usher of the smaller Court reported that, when passing through the corridor, he saw a revenue officer, named Ching Po, strike the remanded prisoner ten times, at the same time saying to him "What do you mean by pleading 'not guilty'?"

The revenue officer was charged with assault and the usher gave his evidence. The revenue officer said he only gave the prisoner a few slight blows because he would not sit down when told to. The remanded man's story differed from that of the usher. He said the revenue officer struck another man who was picking up cigarette-ends in the corridor. He (the witness) protested, whereupon the revenue officer said "Don't be saucy," and struck him too.

The Magistrate remarked that it was a very unsatisfactory case and he was not at all sure that he accepted the usher's evidence. The one fact that emerged, however, was that the revenue officer struck the remanded prisoner.

Senior Revenue Officer Watt, in reply to the Magistrate, said that all the revenue officer had to do with the remanded man's case was that he made the arrest. He (Mr. Watt) gave all necessary evidence in Court and it could not affect the revenue officer which way the magisterial decision went against the prisoner.

To the revenue officer the Magistrate said it was his duty to remember that he was in a very responsible position. That being so, he would be more severely punished than if he were not in an official position. The Magistrate added that he was not satisfied that the revenue officer was beating the man because he did not plead "guilty." If he had thought that he would have sent the revenue officer to prison for three months. As it was he would be fined a month's pay, \$23. The Magistrate also censured the usher and told him he would be better employed in attending to his duties in the Court.

A CHINESE CONSTABLE WHO LEFT HIS BEAT. DISCOVERED IN A DIVAN SMOOKING OPIUM.

A Chinese constable who left his beat in the Central district and was discovered in an opium divan at West Point, lying on a bed smoking opium with his uniform discarded, was charged before Mr. Hamilton, yesterday, with neglect of duty.

Sub-Inspector Lane prosecuted on behalf of the Police and said the constable had nine years' service to his credit. He had not an altogether good record, having been brought before the Captain Superintendent of Police on several occasions for neglect of duty.

The constable told the Magistrate that he suffered from stomach ache and that he took the opium to relieve the pain.

The Magistrate (to Inspector Lane): I take it this will mean his dismissal? The Inspector: Yes.

The Magistrate imposed a fine of \$25 with the alternative of one month's imprisonment.

250 PENNED CHICKENS NEGLECTED.

"A VERY BAD CASE."

Inspector Fisher, of the S.P.C.A., had another case of cruelty to fowls at the Magistracy, yesterday, which Mr. Hamilton described as "a very bad case."

Inspector Fisher visited the Central Market on the 2nd inst. and noticed in No. 89 Store 10 pens of chickens without any water. There were about 20 to 25 birds in each pen. The store was locked and nobody was in attendance. He ordered the store to be opened and found the receptacles for water. He saw to the needs of the fowls and told the proprietor he would be prosecuted.

The defendant's excuse was that his fowls had been washing the utensils. The Magistrate: I will fine you \$5 for each pen, making \$50 altogether.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Chirk & Co., Manufacturing and Refracting Opticians, 23, Queen's Road, Central. [10]

INTIMATIONS.

November, 1922.

DEAR MADAM.

We have just received a large Assortment of DAY- and EVENING GOWNS, EVENING CLOAKS, HEAVY WINTER COATS, HATS, FURS and FUR COATS at Reasonable Prices.

We shall be pleased to show them to you if you will kindly call.

Thanking you for past favours and soliciting a continuance of same.

Yours faithfully,

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37, Queen's Road Central.

[1706]

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[1458]

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By Messrs. LAMBERT BROTHERS, At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1, Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers, 1387.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 4th November, 1922. [1719]

INSURANCE.

A Firm of Insurance Agents and Brokers has an opening for Capable INSURANCE MAN to take charge of Hongkong Office to be opened shortly.

Excellent opportunity for any one wishing to obtain independent position. Applications will be treated as strictly confidential. Letters under No. 2345 care of this paper.

[1726]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TU, VC.

TO LET—3 Spacious Front Rooms suitable for Offices on Top Floor of 6, Queen's Road Central. Apply to GANZ, FRICK & CO., Ltd. [264]

WILL anybody, having a small furnished House, or Flat To Let until Feb./March next year, please communicate with Box V.H. of the Daily Press Office. [262]

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TO BE LET—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowrington Canal and containing approximately 6,000 square feet on each floor. To be Let to the end of the year.—Apply D. S. of this paper. [254]

INTERPORT GOLF MATCH.

HONGKONG DEFEATS MANILA.
AN EASY WIN FOR THE HOME TEAM.

The Interport golf match, played at Fanling yesterday, resulted in an easy victory for Hongkong, the final result being Hongkong 11 points, Manila nil. On paper, the result gives one the impression of a rout, but it was not so. All the games were keenly contested, especially those played off in the morning, and as one of the members of the home team expressed it "if the teams had been playing on neutral ground the result might easily have been reversed." Fanling is not like the majority of courses in the Far East. It is hilly and visitors find it extremely tiring when playing 36 holes. In the afternoon the Manila players showed signs of tiring and from the fifth hole onwards, the Hongkong players appeared to have things all their own way.

The following are the detailed results of the play:—

Morning Play.

HONGKONG.	MANILA.
Buckland (2 & 1) v. Mason.	
Stewart (3 & 2) v. Grieve.	
Hill (2 & 1) v. Gibbs.	
Morgan (4 & 3) v. Nell.	
Cummins (0) v. Todd.	
Mitchell (3 & 1) v. Manderfield.	

No. of points. 5 0

Afternoon Play.

Buckland and Stewart 7 & 6	Mason and Grieve
Hill and Morgan 6 & 5	Gibbs and Nell
Cummins and Mitchell 4 & 3	Todd and Manderfield

No. of points. 8 0

Final result: Hongkong, 11 pts.; Manila, 0.

THE GAMES DESCRIBED.

It was an ideal day for golf and the Course was in excellent condition. There was a slight breeze blowing which at certain holes made play extremely tricky, and the players had to gauge matters accordingly.

The first couple to get away at 8.30 a.m. were Messrs. Buckland and Mason. This game resulted in a very close finish, Mr. Buckland just managing to win the necessary points for Hongkong.

The next players were Mr. Stewart and Mr. Grieve, who also had a well-contested match. The former, who has got back into form again with his putting, managed to win, chiefly on his approaching and putting.

Mr. Hill had a very hard fight against Mr. Gibbs and only finished the match on the 17th green. Mr. Hill was not playing too steadily, but his putting was exceptionally good and it was mainly on this account that he managed to beat his opponent.

Mr. Morgan had the biggest win of the day. The score in this case was rather flattering to the winner, as every hole was fought out to a finish. His opponent, Mr. Nell, was very unlucky on several occasions in not holing his putts, the ball just resting on the lip of the hole more than once. Mr. Morgan went round in 77, a score which did not give away much, and which meant that Mr. Nell had to play to bogey or under.

Capt. Cummings' game with Mr. Todd was a very keen struggle, which resulted in a half. They were all square at the 17th hole and both made fine fours at the 18th. Mr. Todd played a very fine second at this hole, but was left with a rather long approach. Despite this he nearly holed out in three. Capt. Cummings, on the other hand, made an approach about half the distance of his opponent. To half the hole he had to hole out from a two yards' putt. This he did with great confidence, thus halving the hole and the match.

Mr. Mitchell, who played Mr. Manderfield, was leading most off the round. His opponent was not playing up to form, but towards the end of the round he found his game and managed to snatch a couple of holes. Mr. Mitchell secured the victory at the 17th green.

At the end of the morning round Hongkong were leading by five points to nil. The score, if anything, was rather flattering to the Home team, as the Manila men played a very sound game and they were just beaten on their lack of knowledge of the course. Had they been staying at Fanling a little longer and surmounted the difficulties of the hills, it is felt that they would have given a much better account of themselves. As it was they put up a very strong fight.

THE FOURSONS.

In the afternoon Hongkong had an easy win in the four ball game. Every member of the Hongkong team was playing at the top of his form, and whatever team had played against them yesterday on the Fanling Course, would have found great difficulty in securing points.

Messrs. Stewart and Buckland played an exceptionally fine game, working in very well together. If one failed the other saved the situation.

Mr. Hill, playing with Mr. Morgan, played a much better game than he had done for a long time past. He more or less monopolised the game from start to finish. Mr. Morgan played for safety, but only had to come to the rescue on two occasions.

Capt. Cummings and Mr. Mitchell also combined exceptionally well and they did not leave many chances for their opponents to score.

Of the Manila players, Messrs. Grieve and Mason impressed the members of the Hongkong team by their steady play. They gave very little away, and the Hongkong men recognised that when they went to Manila they would have a very hard time against these two gentlemen.

The Manila team leave for Shanghai to-day and it is thought they will give a good account of themselves on the Shanghai Course which is not so hilly and more suitable to the play to which they are accustomed. They have the best wishes of Hongkong golfers in their forthcoming match, and as one member expressed it "We wish them the very best of luck."

MANILA TEAM ENTERTAINED.

SHANGHAI TEAM ALSO PRESENT.

A gathering of an unusual character took place at the Hongkong Hotel last night when the Royal Hongkong Golf Club entertained both the Manila Golf team and the Shanghai Cricket team. Mr. T. W. Hill presided and Mr. John Grieve, of the Manila team, sat at his right hand. Mr. Billings (the Captain of the Shanghai team) being on the Chairman's left. The visitors were played into the dining room by Mr. J. B. Ross, on the bagpipes.

An excellent dinner was served and after the loyal toasts had been honoured, the Chairman said it was his privilege to propose the health of the first team of Manila golfers to visit the Colony. If all teams from Manila were composed of as fine sportsmen as the present one, Hongkong would welcome them as often as they could come (applause). They were very pleased, also, to welcome a team composed of half-and-half of British and American players, and if the relationship that appeared to exist between them subsisted between members of the two nations generally, he was sure there was nothing wrong with British and American relationships, and never would be (applause). "Now we know each other," said Mr. Hill, "I hope this will become an annual event, if not a biennial one." The Chairman added that Mr. R. J. Harrison, the President of the Manila Golf Club, when passing through Hongkong recently, mentioned that there was a possibility of a Yokohama team visiting Manila in February. He (the Chairman) said a Shanghai team was visiting Hongkong at that time and Mr. Harrison proposed that Hongkong should take the Shanghai team down to Manila and make a Four Port game (applause). Perhaps Mr. Grieve would discuss the matter with the Shanghai Club when he was up there. It was certainly a very attractive invitation (applause). The Chairman proposed the health of the Manila Golf team, coupled with the name of Mr. John Grieve, the captain.

The toast was enthusiastically honoured and the Shanghai team was also toasted. Mr. JOHN GRIEVE, responding for the Manila team, congratulated the Hongkong Golf Club on the beautiful course at Fanling. Manila players would feel rather discontented with their own course when they returned and would want to bring it up to the pitch of excellence of the Fanling course. He hoped the Four Port meeting would be arranged so that Manila might have the opportunity of returning the generous hospitality received. He asked the Manila team to drink the health of Hongkong Golf Club.

This was done with music honours. Mr. E. J. Nell and Mr. A. D. Gibbs also spoke on behalf of the Manila Club. Mr. Gibbs remarked that the "Royal" Club had given them a "royal" time. He also said that Fanling must be one of the most beautiful golf courses in the whole of the Orient, except possibly the one at Baguio, at which they hoped someday, to have the opportunity of entertaining a numerous contingent of Hongkong golfers.

Mr. BILLINGS, the Captain of the Shanghai cricket team, thanked the gathering for drinking their health and for inviting them to the dinner. "I don't really play golf," added Mr. Billings, "I go round, and I hope when I get a little older to take the game up" (laughter and cries of "shame"). Mr. Billings remarked that the present assembly was one of sportsmen from places 1,500 miles apart, met together in a common centre of sport—Hongkong. He asked the Shanghai team to drink to the health of the Hongkong Golf Club.

In the course of the evening members of all the teams contributed to a programme of songs and the time was spent very agreeably and convivially.

INTERPORT CRICKET.

TO-MORROW'S CONTEST.

THE SHANGHAI TEAM.

The game to-morrow is fraught with particular interest for the cricket-loving public, as, of the 21 matches recorded since 1898 each Port has won ten, while one was drawn. It is good therefore to hear that in the opinion of our visitors, the side is as good as could be got together in Shanghai with the exception of Captain Barrett and possibly Wainwright. I should have liked to see Allison here, but owing to business affairs he is unfortunately unable to make the trip. His right-arm round the wicket bowling, coming back from the off as it does, made a fine contrast to O'Hara's left-hand deliveries. I am told however that he was showing signs of being over-bowled just now.

The captain of the Shanghai XI, is G. M. Billings. He first played on this ground in 1901 for the Straits XI, and curiously enough, has never appeared here since. He transferred to Shanghai shortly after 1901 and has played in nearly every Interport up there since. He played for the Authorities at Oxford before coming out to the East. His bowling is very steady and he uses his head with great effect in it. He is an experienced captain.

H. B. OLLERDISSE is an old friend. A brilliant bat, he has played since 1907 when he made 54 and 15. In 1920 down here he made 52 and 63 and last year 62. He uses his strength with great effect, his play on the off being most attractive to watch. A very safe catch, he brought off a marvellous one-handed effort at square leg from Oliver in the 2nd innings of last year's game. His friends, however, continue to maintain that he never saw the ball at all. As he is beyond my fighting weight, I offer no opinion.

D. W. LEACH was here in 1920. He created much impression as an all-round player. His batting is very free and he can hit hard. He keeps a good length, and is quick in the field. It is not surprising therefore that he obtained his place both in the 1921 and this team. He is in excellent form at present, "hitting everything in the middle of the bat," I am told, and is undoubtedly a batsman whose back the Hongkong bowlers will be glad to see.

Rev. C. E. SPENCER was here in 1920. He bats in very good style and was in the Authentics at Oxford. He has, I am told, been very much in form lately. He was not playing in the 1921 side at Shanghai.

D. C. G. CLIFFORD was also here in 1920. He is a good bat. I am afraid I know little about his cricket but I gather I shall know more by the end of this Interport.

S. J. DEEKS kept wicket in 1921 at Shanghai. It is doubtful if he is quite as quick as Brook behind the stumps though I hear he has improved greatly. He is however undoubtedly a more useful bat. Never showy—his cricket is very solid and it is uncommonly hard to get him out. Though he only made a few in 1921 this was a most useful innings as he was in for an hour against Reed and Havelock-Davies bowling their best. (N.B. References to this innings should not include humorous remarks about l.b.w.'s.)

A. N. HAYWARD is a particularly stylish batsman but appears to be a very nervous starter. If my memory serves me he had a very bad patch in May, 1921, and failed to get into the side, but once he settles down the bowlers will find trouble before them.

Dr. O'HARA was largely responsible for Shanghai's big win last year. He took 7 for 26 and 6 for 67. The wicket helped him a lot of course but his figures in the second innings would have been much better had all the chances off him been accepted. Left-handed, his action is so easy that he looks as if he could bowl all day and still be fresh. Besides his ordinary leg break, he has a ball that comes in with his arm all the way from the off. Cricketers here will be most anxious to see him, and we are particularly glad he has come, after hearing of his serious illness last August. He was actually once reported to be dead, but at present seems an uncommonly lively corpse.

Lieut. D. W. LEES has not played Interport Cricket before. He is a good bat and it is reported that he is a better cover-point even than H. G. Bagnall at his best. If so he will be worth watching.

M. J. DIVONA is an all-rounder. A good bat, useful change bowler and a brilliant field.

T. W. R. WILSON is the fast bowler and will probably start the bowling with O'Hara. He is a good field.

It seems that the Visitors' eleven therefore is an uncommonly strong one and that we shall have to go all out to win. The tone will mean a lot. If in the course of these remarks any inaccuracy has crept in, it is regretted. A good deal is hearsay—which is not evidence. The evidence will be taken on Friday and Saturday!

R. ADRI.

CORRESPONDENCE.

HAPPY VALLEY TRAMWAYS SERVICE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—It is gratifying to note that, after all, the Hongkong Tramways Company, Ltd., contemplates taking a move in the right direction by extending its track around the Race Course and altering the route of cars.

From the report that appeared in the *Telegraph*, of the 2nd inst., I gather that this company has still not seen fit to make provision for increasing the number of cars for this district, and that no mention is made regarding a better revision of its time-table respecting the existing—an altogether too early—stopping hour.

I think I am right in saying that the time which it takes a car to traverse the whole circle with a few halting points will necessarily be as long an interval as, if not longer than, the time usually taken up by a car entering and leaving the valley on the route used at present.

Great annoyance has long been felt by residents of the valley who want to board a car for this part of the Colony from any of the many stations in town, and once he has the misfortune just to miss the last car he is obliged to stand stiffly on the roadside, pathway, or even the gutter to wait fully twelve or fifteen minutes for the next one, and generally he sees about seven cars pass by before the one for his destination crawls up—ultimately rewarded for his perseverance by finding all the seats occupied and even standing space denied him.

I may say that it can hardly hurt this company to any appreciable degree or affect the size of the annual dividends to its shareholders and bonus to its directors, officers and what not, to put, say, two or three more cars on this run to make the service a nine or eight minutes' service and a less hideous and tiresome one.

The cars bound for Happy Valley that pass the Post Office Building both at mid-day as well as those shortly after 4 p.m. and 5 p.m., are rarely in other than an overcrowded state, and personally, I have, on numerous occasions, had to abandon taking a car with the sign of "Happy Valley" up, and reluctantly, though perhaps wisely, boarded instead the one coming up next, and, before my destination is anywhere near, to alight at the junction of Praya East and Tin Lok Lane and from thence hire a ricksha to take me home.

The present state of things is far from satisfactory.

It seems to me impossible for anyone to say that the people having this monopoly in their hands and being entrusted by the Government with the obvious duties to serve the travelling public with the best possible facilities, are themselves, unaware of this grievance, and it is deplorable that the conditions now prevailing should have been permitted to go on year in and year out and day after day without the people responsible for the working of this concern endeavouring to take any trouble to effectively remedy such an abuse.

I should imagine it is high time for the directorate and General Managers of this Public Utility Company to follow the good examples already set by other bodies of public carriers such as the Railway Administration, Peak Tramways, Star Ferry and many others, and lose no time but speedily arrange to accord the residents here with a quicker and more efficient service, at least during the lunch, school and office-closing hours, and keep the cars running in the evenings, up to say, 8.30 or 10 p.m.

I venture to hope that the Company will not take too long to fall in with my suggestions, but agree with me, as far-minded people would, that I am not asking too much of it.—I am, yours truly, PATER OF A LARGE FAMILY.

Hongkong, 8th November, 1922.

MUSICAL WAYS AND MEANS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I have read "Music Ass." letter with much interest but regret that he did not do me the justice of verifying the facts of the case before launching forth into your journal.

He says that he has looked "frantically round at recent recitals," given by reputable artists but has failed to notice my presence. This is, no doubt, most regrettable. However, I can only assure him that the fact that he did not see me is no proof that I was not there.

I do not know to what recital he is referring, but I do know that so far as those at the City Hall are concerned, I have attended regularly all the recitals during the last year with one exception which happened to be the last one.

"Music Ass." appears to be labouring under a little misapprehension regarding the direction and objective of my remarks last Friday. If he will come forward I should be glad to explain the matter with a view to shattering his illusions.—Yours faithfully,

T. P. M. BEVAN.

Hongkong, November 8th, 1922.

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CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GRAVE POSITION IN THE NEAR EAST.

BRITISH CABINET DECISION.

LONDON, November 8th.

The Cabinet at a meeting last night to consider the Near East situation, confirmed the intention to reject the Turkish demands and decided that British troops shall remain at Constantinople and that General Harrington shall be supported.

EARLIER CABLES.

HIGH-HANDED KEMALIST ACTIONS.

LONDON, November 7th.

Official news shows that the situation at Constantinople is grave. The Kemalists have increased the customs tariff from five to fifteen times, doubling the price of bread, and have ordered that the duties be paid to Ankara instead of the Ottoman Bank.

They have withheld payments to the public debt and ordered the debt officials to withdraw. This means abolition of the Financial Commission, and the first step towards abolition of the public debt.

The Kemalists have also ordered the closing of the British Judicial Mixed Court, and have taken over the work of the Allied Sanitary Commission. They have forbidden the Ottoman Government officials to leave Constantinople without the permission of Ankara.

ALLIES ABSOLUTELY UNITED.

The Allies are absolutely united in the view that the responsibility for the safety of the population of Constantinople rests with them. The High Commissioners are taking steps to effect the release of Kemal Bey, the former Minister of the Interior, and the anti-Kemalist journalist, whom the Kemalists arrested. The Allies regard this arrest as a political persecution.

TURKISH JOURNALIST HANGED.

CONSTANTINOPLE, November 7th. It is reported that the Turkish liberal journalist Ali Kemal was hanged on Sunday after a crowd had half lynched him. The Sultan, when he visited General Harrington yesterday, said that as Khalid he was head of the whole Moslem world, and was therefore unwilling to accept the decision of the National Assembly.

HEAVY FALLS IN EXCHANGE.

LONDON, November 7th. In London, the French franc has reached a new low record, being 60.65 per pound sterling. The Belgian franc is at 75.35. German marks are quoted at 26,000 to 28,000 to the pound.

AMERICAN NEWSPAPERS' COMMENTS.

New York, November 8th. Commenting on the Kemalists demands the World asserts that they constitute a dramatic vindication of Mr. Lloyd George's forecasts. Frenchmen will soon say to M. Poincaré with regard to France's recent diplomatic victory over Britain: "Another such victory and we shall be lost."

The Tribune declares that the status of the Allies at Constantinople was determined by the Armistice, and can be ended only by a Kemalist act of war. The Kemalists would be most foolish to try war instead of negotiation.

The New York Times says that evidently the promises of the Kemalists are worth little more than those of Abdul Hamid.

HIGH COMMISSIONERS ASK FOR MARTIAL LAW.

CONSTANTINOPLE, November 7th. The Allied High Commissioners in a conversation with Hamid Bey, the Kemalist representative, informed him that the Allied Governments, while not wishing to interfere with the internal affairs of Turkey, must maintain the system of control which was regarded as necessary during the Allied occupation of Constantinople.

The High Commissioners have asked their Governments for instructions with a view to the proclamation of martial law.

ALLIED TROOPS WILL REMAIN AT CONSTANTINOPLE.

CONSTANTINOPLE, November 7th. Ismet Pasha has arrived here in connection with the Kemalist demand for the evacuation of Constantinople.

It is pointed out that in accordance with the Allied note of September 23rd, the Allied troops will remain in occupation of Constantinople until the peace treaty is ratified.

MARTIAL LAW AUTHORISED.

CONSTANTINOPLE, November 7th. The Allies have authorised the High Commissioners to proclaim martial law if it is necessary for the maintenance of order.

LAUSANNE MEETING MAY BE POSTPONED.

PARIS, November 7th. Britain has asked for a postponement of the Lausanne Conference until Nov. 27th. It is believed the French favour a shorter delay.

LATEST CABLES.

AMERICAN ELECTIONS. REPUBLICAN DEFEATS.

New York, November 7th.

Mr. Miller, Republican Governor of New York, admits defeat by the Democrat Candidate, Mr. Smith. According to early reports from Chicago, the Democrats are leading the Republicans by 2 to 1 in districts at present held by the Republicans.

DEMOCRAT ELECTED FOR NEW YORK STATE.

New York, November 8th.

Mr. Copeland (Democrat) has been elected Senator for New York State, defeating Mr. Chasler (Republican).

FURTHER GAINS BY THE DEMOCRATS.

New York, November 7th.

Up to the present the Republicans have not gained a single seat at the expense of the Democrats in the House of Representatives, whilst the Democrats have won twenty-eight, but they must gain nearly eighty in order to upset the republican control.

The Senate returns show one Democrat gain, which is offset by the notable defeat of Senator Hitchcock in Nebraska.

NO WOMEN ELECTED.

New York, November 7th.

All the women candidates in the various constituencies were defeated. Mr. Smith's majority of over 100,000 in New York is the most spectacular feature of the elections up to the present.

EARLIER CABLES.

INTEREST REVIVES.

New York, November 7th.

Indications of heavy polling in today's congressional elections throughout the country are reflected in the early reports, although the weather was unpropitious in many parts.

The strenuous electioneering of the closing days of the campaign apparently developed a last-minute interest in what at first appeared a dull, apathetic contest.

The Democrats consider the revival of interest in the campaign issues is favourable to their prospects, while the Republicans adhere to the claim that the complexion of the two Houses will not be affected by the results.

The polling by women voters has been particularly heavy.

THE FIRST RESULTS.

New York, November 7th.

The first election results in the New England districts, which are usually strong Republican, show a decrease in the total vote as compared with 1920, but the Democrat minorities are relatively larger.

LATEST CABLES.

RUBBER RESTRICTION. "THE REAL GOAL"

LONDON, November 8th.

At the annual meeting of the Rubber Shareholders Association the Chairman (Mr. Zorn) welcomed the restrictive measures as ensuring the stabilisation of price, but declared that the real goal was to increase consumption concerning which the association was planning extensive propaganda. He advocated that efforts should be made to induce the colonial governments to hand over a proportion of the export duty for research propaganda and the development of the industry generally.

NEW USES FOR RUBBER.

IMPORTANT EXPERIMENTS.

LONDON, November 7th.

At the meeting of the Rubber Shareholders Association, Mr. Zorn pointed out that a big demand for latex is likely, not only in connection with the new process for paper making, but also in various other directions.

The chemist, inventor and manufacturer are now experimenting with a view to the commercial application of rubber latex. Some of these experiments promised to be as important as the new paper making process.

EARLIER CABLES.

HOME ELECTION CAMPAIGN. CONFUSION REGARDING PARTIES.

LONDON, November 7th.

The electoral confusion is such that scarcely a paper yesterday agreed even on the totals of the nominations. A definitive list issued shows the candidates in England and Wales to number 1,252, Scotland 171 and North Ireland 18, divided into 20 parties and groups, of which the Conservatives have 432 in England and 38 in Scotland, the Liberals 247 in England and 48 in Scotland, the National Liberals 103 in England and 34 in Scotland, Labour 383 in England and 39 in Scotland, the remainder being insignificant groups, generally with one representative, the strongest being the Independent Conservatives, who have twelve, all in England.

The terms "Independent Liberals," "Coalition Liberals" and "Coalition Unionists" have disappeared. The list contains only one Independent Liberal (Lieut. Colonel Davies, who has been returned, unopposed for Montgomery) and one Coalition Liberal, the former Minister, Mr. McCurdy, whom a Liberal and a Labourite are opposing at Northampton.

MR. LLOYD GEORGE ON THE NEAR EAST.

LONDON, November 7th.

Mr. Lloyd George, speaking at Newcastle, said he disliked the new Government's worn and tired look; it was time they woke up. Sleepers were all right on a railway, but not in foreign policy. Inflammation was again showing in the Near East. The Turks said: "We have got rid of that fellow; just look at the list of the new Ministry." The Turks concluded that the time had come for another try on. He (Mr. Lloyd George) and his friends would support the Government provided they did not let the British flag down and if the Government showed the Turks that they would not be trifled with. The Mudun Convention must be observed and then trouble would disappear and peace in the Near East be re-established. He concluded by saying he was anxious to form a National Liberal bodyguard in Parliament, not to embarrass the Government, but to save them from the "Die-Hard" extremists.

MR. BONAR LAW AT SOUTH LONDON.

More than average interest attached to the speech of the Premier at South London, in view of the preliminary official Conservative statement that he would expound the Government's ideas on regards Tariff Reform and legislation concerning the constitution of the House of Lords.

At the outset Mr. Bonar Law referred to the ex-Premier's appeal to the Dominions at the time of the recent Near East crisis, and expressed astonishment that it was issued without previous consultation with the Dominions and with the knowledge only of three or four members of the Cabinet. While wishing we had never gone to Palestine and Mesopotamia, but recognising the obligations to keep us there, Mr. Bonar Law said he would carefully consider Earl Grey's suggestion that we should consult with the Dominions on that matter.

NO TARIFF REFORM AT PRESENT.

Referring to the recrudescence of the crisis in the Near East, he emphasised the fact that the High Commissioners and Generals were now absolutely united, which was not previously the case. He disavowed Conservative hostility to Trades Unions and condemned legislation which would unduly tend to restrict the entry of Labourers into Parliament. In pursuance of his policy of tranquillity he did not dream of legislation at present for the revision of the Second Chamber, at least in the first couple of sessions. He contended that political agreement was necessary therefore, and ridiculed the idea of repealing the Parliament Act. He concluded with a reference to Tariff Reform, expressing his belief that a fundamental change in the fiscal system at present would be bad, because conditions had absolutely changed, notably in exchanges, since the tariff controversy first arose.

BRITAIN'S DEBT TO AMERICA.

FURTHER BIG REPAYMENT.

LONDON, November 7th.

The Government has instructed payment to the United States on November 15th of a further fifty million dollars to account of Britain's debt. The particular application of this sum will be settled when the exact amount of interest payable has been fixed, on the arrival of the Debt Mission at Washington.

COUNTRY'S LIABILITIES INCREASE.

LONDON, November 7th.

A White Paper shows that the State's aggregate gross liabilities during the past quarter were 7,742 millions sterling, an increase of 108 millions compared with last quarter.

ANOTHER DE VALERA DECLARATION.

PROVISIONAL GOVERNMENT ATTACKED.

LONDON, November 7th.

Mr. de Valera, as co-signatory with Mr. Austin Stack, has followed up his declaration of yesterday with another, solemnly "proclaiming" the Provisional Government is "an unconstitutional usurping junta" and an illegal body pledging the nation's credit without the sanction of the Republican Government. He warns all concerned that the Provisional Government's activities are null and void.

FAR EASTERN CABLE NEWS.

DEATH OF A WELL-KNOWN ENGLISH JOURNALIST IN JAPAN.

[FROM OUR OWN CORRESPONDENT.]

Kobe, November 8th.

Mr. Robert Young, Proprietor and Editor of the Japan Chronicle died at mid-night on Tuesday.

[THROUGH REUTER'S AGENCY.]

SHANTUNG DISCUSSIONS. THE QUESTION OF PUBLIC PROPERTIES.

PEKING, November 7th.

The Sino-Japanese Commission this morning discussed Public Properties, the Japanese agreeing to the Chinese reply theron, except as regards Tsingtao Commercial College, for which the Chinese undertook to devise another way to solve the question.

The Chinese Sub-Commission on Public Properties presented a statement on the valuation itself of public properties under the control of the Civil Administration, to which the Japanese promised to reply. The Chinese proposed to discuss the procedure for transferring the Tsingtao Administration, but this question was postponed until to-morrow's meeting.

JAPANESE TRAINING SQUADRON.

FIVE DAYS' STAY AT CAPE TOWN.

CAPE TOWN, November 7th.

The Japanese training squadron, consisting of the cadet ships Iwate, Isumo and Asama, commanded by Vice-Admiral Taniguchi, have arrived here for a five days' stay. A comprehensive programme of festivities has been arranged.

LATEST CABLES.

NEW BRAZILIAN FOREIGN MINISTER.

NEWSPAPER EDITOR APPOINTED.

RIO DE JANEIRO, Nov. 7th.

Senator Pacheco, editor of the newspaper Commercio, has been appointed Foreign Minister.

EARLIER CABLES.

EXTRA SESSION OF U.S. CONGRESS.

THE BUSINESS PROGRAMME.

WASHINGTON, November 7th.

It is understood that the business programme for the extra session of Congress which President Harding will shortly be convocing for November 20th, will provide for consideration of the Merchant Marine Bill by the House of Representatives and the Anti-Lynching Bill by the Senate. The latter has already been passed by the House of Representatives.

The regular session in December will probably tackle the question of appropriations.

THE PRINCE'S EASTERN TOUR.

BOOK TO BENEFIT ST. DUNSTON'S.

LONDON, November 7th.

A book of photographs and paintings by Donald Maxwell, with a narrative by Sir Percival Phillips, illustrating the Prince of Wales' journey to India and the Far East, has been issued by Hodder and Stoughton for the benefit of St. Dunstan's Hostel for Blinded Soldiers and Sailors.

FUNERAL OF SIAMESE MINISTER TO ROME.

ROME, November 7th.

The funeral of Phya Bhabh Kosha, the Siamese Minister to Rome, whose death was reported from San Remo on Nov. 2nd, occurred to-day. The Duke Della Rovere represented His Majesty, and others present included the Government, the Siamese Minister to Paris, the British, Brazilian and Japanese Ambassadors, and prominent municipal and civil authorities.

U.S. COAL MINE DISASTER. SIXTY-THREE BODIES RECOVERED.

SPANGLER, November 7th.

Sixty-three bodies have been recovered from the Reilly coal mine. Thirty-two other victims have been sent to hospital. Thirteen men are still not accounted for.

SHANGHAI RACES.

MAREFIELD WINS THE CHAMPION SWEEPSTAKES.

The principal event of yesterday's racing at Shanghai was the Champion Sweepstakes. Mr. Henry Morris' Marefield was a hot favourite and won the race. Mr. R. F. Stewart guided the pony to victory. Mr. Day's Salvation and Mr. William McBain's Nationalist, also looked upon as likely winners, came in second and third respectively. The results of this race were not received until late in the evening, though the results of all the other races were to hand much earlier.

The following are the results:—

THE FLYWAY PLATE—Seven furlongs. Mr. John Peel's Silver Streak (Mr. Johnstone) 1

Mr. Henry Morris' Pennyfield (Mr. Heard) 2

Mr. Day's Shenkold (Mr. A. N. Dallas) 3

Time: 1min. 51.2-5secs.

THE GRAND STAND STAKES.—One mile. Messrs J. Bendin's and M. Speelman's Terminal (Mr. Heard) 1

Mr. P. Hinoda's Del Monte (Mr. Maitland) 2

Mr. Liddell's Sunrise (Mr. Liddell) 3

Time: 2mins. 13.1-5secs.

THE PARI-MUTUEL CUP.—One mile and a half.

Mr. Henry Morris' Letchfield (Mr. Stewart) 1

Mr. Day's Salvation (Mr. A. N. Dallas) 2

Mr. Cemos' Crowborough (Mr. Springfield) 3

Time: 3mins. 49secs.

THE JOCKEY CUP.—One mile and a quarter.

Mr. Dorsum's Silvio (Mr. Rosted) 1

Mr. Toeg's Oregon (Mr. Knight) 2

Mr. Risks' Liability (Mr. G. A. Pollock) 3

Time: 2mins. 51.1-5secs.

THE BUBBLING WELL CUP.—One mile and a quarter.

Mr. Henry Morris' Patfield (Mr. Morris) 1

Mr. Rennie's Rouble (Mr. Sleep) 2

Mr. Wm. McBain's Full House (Mr. Maitland) 3

Time: 2min. 42.2-5secs.

THE JESSFIELD CUP.—One mile and a quarter.

Mr. Robson's The Gipsy Bird (Mr. Brand) 1

Mr. Day's Dreamland (Mr. Moses) 2

Mr. Isabel Moller's Skylight (Mr. Moller) 3

Time: 2mins. 54.3-5secs.

THE CHAMPION SWEEP STAKES.—Winner, Tls. 2,500; 2nd, Tls. 1,000; 3rd, Tls. 500. Distance: One mile and a quarter.

The following horses ran:—Christmas Gift, Old Bill, Hallow E'en, Christmas Card, Marefield, Zenda, Shakedown, Nationalist, Ajax, Harbin, Castlesyces, Silver Steak, Letchfield, Salvation, Patfield.

Mr. Henry Morris' Marefield (Mr. R. F. Stewart) 1

Mr. Day's Salvation (Mr. Dallas) 2

Mr. Wm. McBain's Nationalist (Mr. Brand) 3

THE WINNING SWEEPSTAKE NUMBERS.

A Reuter's telegram from Shanghai gives the winning numbers of the sweepstakes as 28,675, 7,473 and 38,314.

THE SUB-GRIFFINS CONSOLATION CUP.—One mile and a quarter.

Mr. Robson's The Golf Bird (Mr. Brand) 1

Mr. Hardy W. Fowler's Widgeon (Mr. Heard) 2

Mr. Hardy W. Fowler's Gargany (Mr. Maitland) 3

Time: 2mins. 50secs.

THE WATKINS CUP.—Seven furlongs.

Mr. Wm. McBain's Full House (Mr. Hill) 1

Mr. Hellenic's Jason (Mr. R. S. Dallas) 2

Mr. Jeroni's Seesoonplane (Mr. Knoll) 3

Time: 1min. 50.1-5secs.

BRITISH CRICKETERS IN AUSTRALIA.

The M.C.C. team which is now playing in Australia, includes A. P. F. Chapman, O. H. Titchmarsh, Col. J. C. Hartley, A. C. Wilkinson, C. H. Gibson, the Hon. D. F. Brand, A. P. Freeman, H. Tyldesley, J. F. Maclean, T. C. Lowry, the Hon. F. S. G. Calthorpe, W. W. Hill-Wood, Mr. Archie MacLaren, captain of the team, and Mr. H. Swan, chairman of the Essex County team and also a member of the M.C.C. Committee, acts of manager.

An interesting feature of the tour from the personal point of view is the fact that Mr. Calthorpe, captain of the Warwickshire county team, is accompanied by his wife, to whom he was married quite recently, and for whom the journey is in the nature of a honeymoon trip.

The first match of the tour was with a team representing Western Australia on November 3rd, and at intervals of a week teams representing South Australia, Victoria, and New South Wales will be met in turn. The English cricketers are expected to be in New Zealand from the first week in December till February 8th, and to play about ten matches before returning to Australia to meet Queensland on February 16th, New South Wales, the combined Universities, Victoria, and South Australia before leaving for home in the middle of March.

THE RETURN OF WEIHAWEI.

CASE FOR COMPENSATION.

[FROM A CORRESPONDENT.]

It is generally known that British subjects with interests at Weihaiwei have petitioned H.M. Government for protection of their interests and for compensation for losses which they consider inevitable; and in certain quarters there seems to be some doubt as to the basis on which claims for compensation rest. In his reply the Secretary of State for the Colonies, ignoring the obvious fact that the withdrawal of direct British protection and administration is itself a serious loss has asserted that, in his opinion, there will be no losses if the "Washington arrangements" are carried out. Now, if there is one thing more certain than another in this miserable business, it is that nothing was arranged at Washington. On February 1st, at a plenary session of the Washington Conference, Lord (then Mr.) Balfour announced that Weihaiwei was to be returned "to the complete sovereignty" of China, but two days later he sent the Chinese delegation a note mentioning "certain matters of detail to be arranged"—a communication which has removed an appreciable proportion of the gift from the ginger-bread. A few weeks ago the Anglo-Chinese Commission, whose task is to draw up a "preparatory scheme" of rendition, began its labours, and there has been published at Peking a full report of the speech made at the first session by Admiral Wu (wrongly ascribed to Mr. M. T. Liang) setting forth the Peking Government's views. China desires restitution, *cave phrase*, as it is her intention to establish a naval base at Weihaiwei! On the other hand Lord Balfour "had no doubt that arrangements could be made for its continued use as a sanatorium or summer resort for ships of war." Since the accommodation on both the Island, and the deep-water anchorage, it shelters, is strictly limited, the man in the street may be allowed to question whether it will be possible to find a solution to the problem that will be really satisfactory to both the negotiating Powers.

However that may be, it is clear that no definite "arrangements" were made at Washington, and British subjects at Weihaiwei are still of the opinion that the withdrawal of British administration and the loss of its status as a free port will involve them in serious financial losses.

Historical facts. Their claims for compensation, it would seem, rest on a sound basis.

I.—The lease of Weihaiwei was to last as long as Port Arthur remained in the possession of Russia.

II.—Port Arthur was transferred to Japan in 1905, but it was officially announced that the transfer made no difference to the British tenure of Weihaiwei, and it has remained a British possession 17 years longer.

III.—In 1915 Japan secured an extension of her lease of Port Arthur to 99 years.

IV.—In 1922 it is discovered that Weihaiwei is after all of some importance to the British Empire, and it has served a useful purpose as a pawn in the great game played round an international board at Washington. The results of that Conference have been extremely beneficial to Britain; the danger of another great war has been lessened, if not entirely removed; and she will now be able to effect enormous economies in national expenditure.

Under these circumstances Britons at Weihaiwei are less able to see either right or reason in being called upon to suffer individual and personal losses, through no fault or act of their own, not because the lease has fallen in, but solely because it suits the political interests of their Government to surrender the leasehold. Nor, in view of British expenditure here, public and private, during 24 years, can they see why China should get something for nothing!

A PRECEDENT.

In a leading article the N.Y. Daily News of August 5th refers to Weihaiwei's claim for compensation and mentions "the indemnification to slave-owners on the abolition of slavery" as an example of the "more scrupulous standards of a bygone age," and there is another episode in our history which furnishes an equally good precedent, and one of more recent date.

In 1834 there was signed at Bloemfontein the Convention granting independence and self-government to the district now known as the Orange Free State, and British sovereignty was withdrawn. At that time agitation in favour of a "little England" policy was in full blast. The Colonies were regarded by many statesmen as a nuisance, and it was thought that it would be a good thing to "lop them off altogether." As one writer put it, "You could feel the heresy in the air—guts that brushed your face like a chill." British subjects, who had settled in the district protested vigorously and petitioned against the withdrawal of the flag. "Frankly recognizing that their grievance was justified, Parliament voted a sum of £248,000 to compensate those who had suffered by the change. "The Orange Free State had been kicked outside the British line of empire, with a solatium in money, in the manner that an angry father bids adieu to a never-downed son."

British subjects at Weihaiwei are in a similar position, and they, too, have a certain natural objection to being kicked outside the line of empire with nothing more substantial to cover inevitable loss than pious good wishes and official benedictions!

Weihaiwei, October 31st, 1922.

NAPIER JOHNSTONE'S 'N. J. CLUB' SCOTCH

The "Peg"
of Ages
1745
till
to-day



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LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

*This pure old Whisky has had, since, 1745,
a great reputation amongst connoisseurs
for its mellow flavour and still maintains
a world-wide identical quality.*

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, October 2nd.
The Autumn and Winter hats have made their appearance for the benefit of the overseas buyers who flock to Paris at the beginning of every season to see and buy what the big couturiers and modistes have to offer. Up till now the new models have not got much further than the salons of these fashion potentates, seeing that the majority of the elegantes of Paris are still sunning themselves in their country chateaux or at Biarritz; but a review of the principal "collections" shows what is in store for them on their return to participate in the Autumn and Winter festivities, and shows, also, what one may expect to see in the streets, restaurants, theatres and salons of Paris during the next few months.

Felt will be the grand chic. Every second hat you see is made of this material. As well as the felt we have always known, there is a new variety of beaver-felt that is as soft and pliable as velvet and altogether delightful to look at. This is equally attractive, whether rolled up into a little toque affair and squashed down on to the head or out on wide, undulating lines.

Next to felt, there comes plush. This material is used more especially for the fashioning of the *bored* (turn of winter) form of head-gear, that is doing its best to return to popular favour. The model is taken from the soft, velvet caps, with the coloured ribbon tied round, the head-band to denote which particular branch of art or learning the wearer belongs to, that are worn by students in the Latin Quarter, with the difference always that this simple model is exaggerated and transformed out of all recognition. On account of the originality of its form, a *bored* is rarely seen in any other colour but black. The trimming, also, is of the simplest, and consists for the most part of a twist of ribbon, with perhaps a bow or a rosette at the side.

As a Parisienne without a velvet hat would be as great an incongruity as a bullock without horns, modistes have supplied this necessity in any quantity. Velvet hats are seen in big, small and middling sized shapes. A few weeks ago, I wrote of the leather coats and jackets I was at Deauville, these still exist, accompanied now by the smartest of leather hats to match. Black is just a little too sombre and is apt to create a funeral effect; but maroon, cream and even blue leather made up into a coat and hat is about the smartest thing you will see anywhere. If a trimming is added, it takes the form of bands of a design worked in narrow woollen thread that is not pulled through tightly on the underneath side, so that a "stuffy" effect is created which gives the pattern the appearance of having been "powdered." Hats made of leather, being considered *chapeaux de pluie*, are more of the practical order; they are small and tight-fitting and never have any other but the form of trimming I have just described.

Satin is very popular for hats this season; in fact, this material has been obliged of late to take a back place and make way for the host of new and fancy materials that the busy textile manufacturers from Lyons have been crowding on to the market. Still, if Madame desires a hat in a material lighter than felt, plush velvet or leather, this can be provided for her in satin, cady or arabulor—two materials that are as light as satin and yet create an effect of richness and variety which satin is unable to do. Little tubby sort of hats that are pulled down on to the head well over the ears, with a rolled-up brim flattened out on the right side and the jutting out effect thus produced further enhanced by the addition of a bunch of cock's feathers, a spray of curving imitation ospreys, or a collection of loops of stiff ribbon, is the form mostly adopted for cady and similar hats. If a big shape is chosen, it is decorated merely with a jet ornament, a cockade or a single rich-looking feather.

As a matter of fact, Dame Fashion is very eclectic in her tastes this season, and is allowing her subjects to decorate their hats with almost any material and any fantasy they like. As is only natural, seeing the tremendous vogue for fur-trimming on dresses and coats, bands of fur are also seen on the majority of hats. Squirrel and ermine lead the way; there is also a certain amount of beaver, but this must be used carefully or it is apt to create a heavy effect. Monkey is hardly seen at all.

Besides fur, ribbon is used extensively. It is seen in the form of huge stiff bows, in ruchings, and in trailing ends. As well as those to mediums, there is lace, embroidery and feathers from every bird almost that ever flew.

In the matter of colours, Dame Fashion is more exacting, and demands either brown, rust colour, or any of the "blond" shades from beige to pale blonde. She will tolerate black, but in a far lesser quantity than she has done for the past few years. There must always appear to be a far greater preponderance of black worn in France because of the longer mourning period observed, but designers have evidently made up their minds to combat the habit Parisiennes have grown into of wearing black whether they are in mourning or not. During the Summer, modistes launched millions of mauve and gay yellow hats on the market; they are continuing the offensive by stocking their salons with brown and kindred shades.

For simple felt hats of morning or travelling wear, an original device is used of cutting the brim into an insertion of tiny strips and of twisting these into a pattern of soria by threading through another felt strip. This forms a kind of lace effect that is quaint and effective. Strips of felt are also plaited and knotted in different ways and added round the crown as a trimming.

There is nothing extremely new in the way of shapes, the one distinguishing note (Continued at foot of next column.)

"Let a man think as he will, but he shall command no other man to think it"

John Drinkwater

puts these words into the mouth of Oliver Cromwell. Here is a great maxim that the world needs to learn, and particularly that the democratic world needs to learn now.

John Drinkwater may drink water or he may drink Haig & Haig Whisky, or, indeed, anything that he wants to drink, and let no man presume to say he shall do otherwise.

There are some things that we must not decide by a majority vote. One of these things is whether or not you, and we, and John Drinkwater shall, or shall not, drink water.

Being free people, we do not need other opinions on this. Our own opinion is all that matters.

HAIG & HAIG are publishing this advertisement throughout the world. They have two objectives:—

- (1) To stem the tide of democratic tyranny;
- (2) To forward their own business interests. They believe that they are sending all over the world the best Whisky that goes from Scotland.

Haig & Haig Five Stars Scots Whisky

No Haig & Haig Whisky is being exported in Decanter bottles. We find it necessary to make this statement because our House was, at one time, a user of this bottle. After long experience we find that it is not a good bottle. It is easily broken, and the sizes frequently vary, to the detriment of the buyers. We discontinued its use in the interests of our customers. We sell the same high-class quality Whisky in this bottle. We have one quality only.

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RUNNING TIME... \$6.00 PER HOUR.
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RUNNING TIME... \$7.00 PER HOUR.
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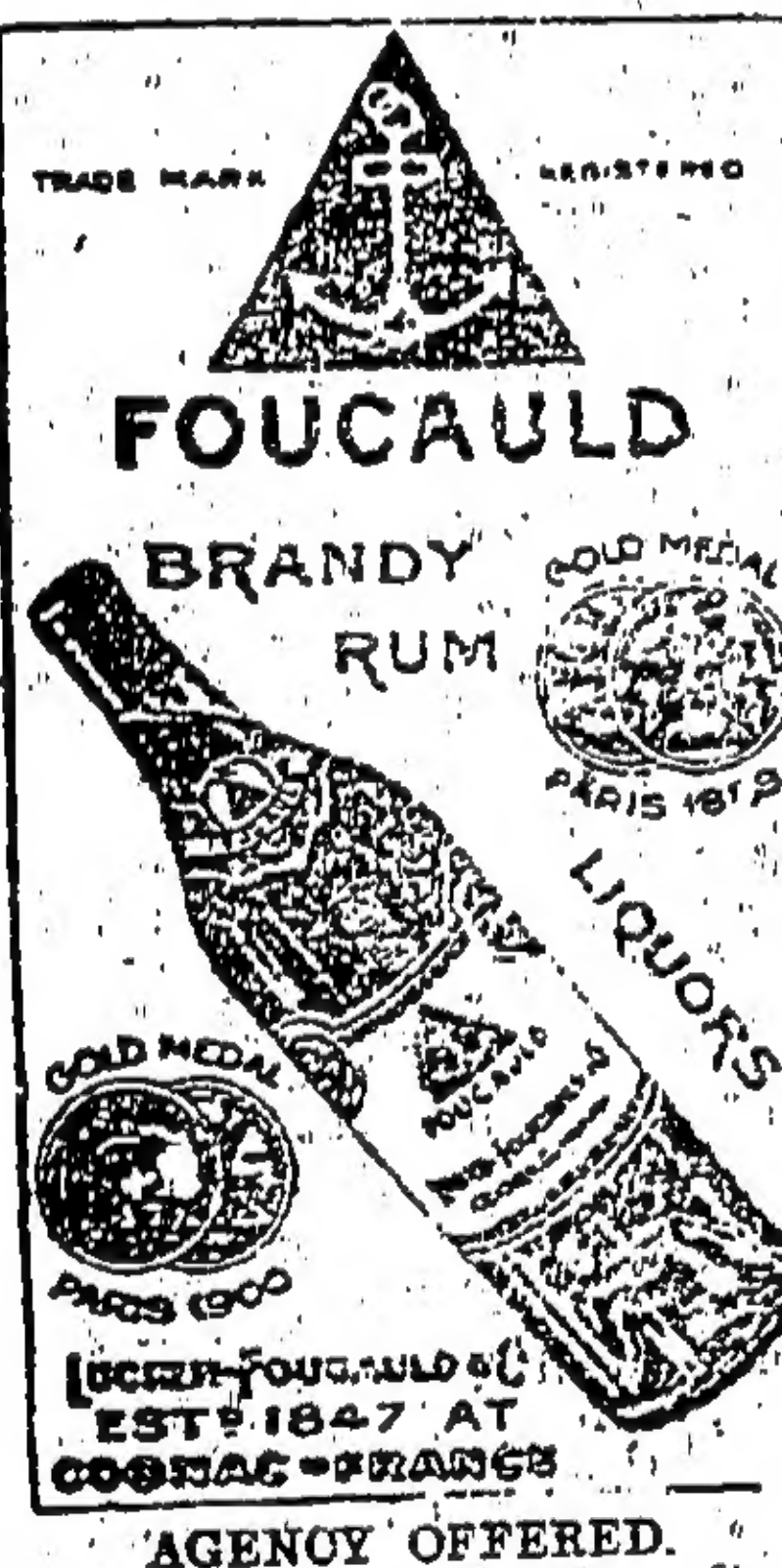
Central 482 or 3552 ... 24, Des Voeux Road.
Kowloon 226 ... 26, Nathan Road.

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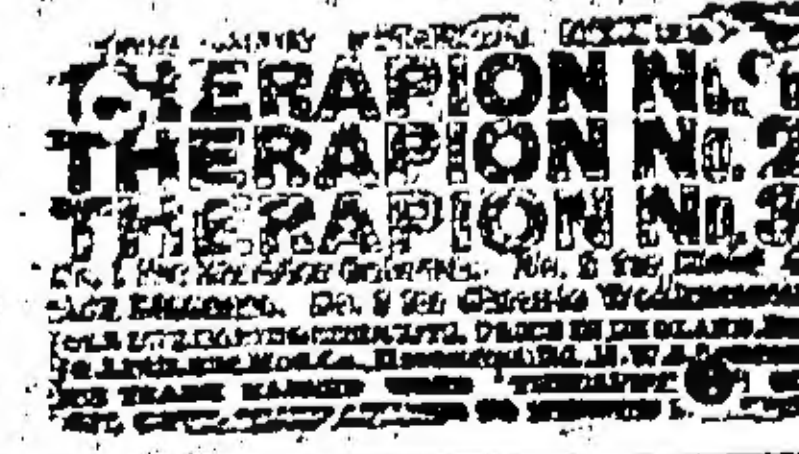


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Always have
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Glover's
Dog Medicines
will help
to make him
well.
At
good stores



being that in nearly every case the brim is rolled back or under or the straight line broken in some way. With small hats, the brim is generally rolled right back on to the crown. There is a revival in favour of the mushroom shape, and in its present form it is far more "droopy" than of late. For motoring, there are either enveloping kinds of felt hats, the severe plainness of which is relieved by the addition of a nimon scarf, or a small model something after the style of a "chapeau de pluie" in leather. The head is pushed into these as into a kind of tight mould. Crowns of nearly all hats are small and tight-fitting, and follow the line of the head.

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fresh, and free from flies.

JEYES' SANITARY COMPOUNDS CO. LTD.
64 Cannon Street, London, E.C.

HARRINGTON AND KEMAL.

A CONTRAST IN CHARACTER.

(FROM A CORRESPONDENT TO "THE TIMES")

The Near Eastern crisis now seems to be focused on the personalities of the two commanders—Sir Charles Harrington and Mustafa Kemal Pasha. The former has been authorized within broad limits by the British Government to deal with the situation on the spot, while the latter not only holds the supreme command of the Turkish armed forces, but is also in fact the head of the Turkish nation in Asia.

There is no question that Harrington and Kemal are truly representative of their respective armies. Both men are professional soldiers; both have received a military education; both are graduates of a higher school of the military art. Harrington was studying at Camberley while Kemal was passing through the similar academy at Constantinople. After this training, both men fought in the Great War and achieved considerable reputations.

Lieut.-General Sir Charles Harrington is just fifty years old, and is a true type of the modern British General Staff. Born of a professional family from the West-end of Lincoln, he went through the ordinary curriculum of a candidate for the Army. Cheltenham and Sandhurst led to a commission in the King's, the Liverpool Regiment at the age of twenty. He next served an apprenticeship as battalion adjutant, then spent one year on "special service" in the South African war, where he first came to the notice of Colonel (now Lord) Plumer. The command of a company of gentlemen cadets at Sandhurst was followed by a nomination to the Staff College, where he spent two years.

But Harrington had other advantages. He was not only a good athlete, excelling at cricket, but he possessed a pleasing personality and the gift of popularity. Wherever he went he made friends, not least among these being the late Sir Henry Wilson. In short, he was admired and envied by his contemporaries, while he gained the approbation of his superiors.

During the Great War he passed from one good appointment to another. Beginning on the Third Army Corps Staff, he was soon selected as chief staff officer to the 49th (West Riding) Territorial Division. Next he became Chief of the Staff of the Canadian Corps. Then in June, 1918, he was chosen to support Sir Herbert Plumer as Major-General, General Staff, of the Second Army. This was his opportunity, and he made the most of it, gaining the reputation of an ever-ready, patient, and zealous Chief of Staff. The two names of Plumer and Harrington may come to rank with other famous pairs of commanders and chief staff officers of history. With Plumer he went to Italy in November, 1917, and returned to Flanders next spring, once more with his General, to the Second Army, shortly before the great German offensive. Six weeks later—in April—he was summoned to London by Sir Henry Wilson to act as Deputy-Chief of the General Staff, with a seat on the Army Council. This position he relinquished in November, 1920, in order to assume his present office in Constantinople.

This constitutes a noteworthy career, not only on account of the rapidity of his advancement, but also because it was achieved without his ever holding an active command of troops. "Tim" Harrington is a typical British officer, with all his good points, honest and sincere, unspoiled by the sometimes cliquish spirit of the military world.

A TURK OF A NEW TYPE.

Mustapha Kemal Pasha offers, in most ways, a distinct contrast to his rival. In spite of his comparative youth—he is nearly ten years younger than the British General—Kemal has received an extensive and hard education, for he has reached his present position by sheer force of character and merit shown in times of adversity. Only thus could a pauper of ignoble birth rise to such eminence.

The son of humble parents, Kemal was born at Salonika just over forty years ago. He soon turned his mind to the military profession. After being educated at the military school situated at his birth-place, he joined the Turkish Army as a commissioned officer. Little is known of this period of his life. But he has always remained a staunch follower of Islam and a man of simple tastes. He became an ardent student of war, and passed through the Military Academy at Constantinople. When aged about thirty he went to Tripoli, where he fought against the Italians. Thence he returned to Thrace towards the close of the Balkan War, when he was promoted major. Soon after he received a step to lieutenant-colonel, and was later appointed colonel on the staff. Nevertheless, he remained virtually unknown until he reached Gallipoli in 1915. There he rapidly made his mark, eventually becoming the Turkish Army Commander on the Peninsula.

During the past three or four years he has grown to be more and more the head of the Turkish nation, as well as Commander-in-Chief of the Turkish Army. After the Armistice of 1918, he first became Inspector-General of the Turkish forces in Asia Minor. By carefully retaining around him his military staff, and by exercising more widely his increasing influence, he has apparently made his position at Angora both paramount and secure. He is thus far more than a professional soldier; he has now to be reckoned with as a political force. It is too readily forgotten that ten years of war have changed many things in Turkey. Neither Kemal nor his assistants have had any opportunity for sinking into the sloth of mind and body which Western opinion has been accustomed to associate with Turkish inactivity.

(Continued at foot of next column.)

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L. S. HOLM.

Hongkong, October 2nd 1922.

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THE ABLE INDIAN PHYSICIAN
FROM SINGAPORE.

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the above diseases in less than

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I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation

Consulting charge ... \$3.00

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Consulting hours 9 A.M. to 12 Noon

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Shining eyes
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—of your little boy or girl,

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Daily use of the Soap keeps the skin smooth and clear, while the ointment of the Ointment now and then prevent little skin troubles becoming serious. Cuticura Talcum is ideal for powdering.

25-22

As a soldier, Kemal possesses a first-hand acquaintance with British military policy and with the characteristics of the British soldier; he has a clear idea of the value of battleships when they are employed against land forces—let there be no illusion on that score—and he is in his own country, while Sir Charles Harrington has behind him Constantinople. As a politician, Kemal's knowledge must be profound; he also knows what support he can receive from Russian sources, as well as from a possible Pan-Islamic movement. On the other hand, he must realize that, however solid his army may be, war still needs munitions. The Turkish forces may possess rifles, machine-guns, and artillery—Russian and even German, among them—but that is not all that war demands.

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TSINGTAU via SWATOW & SHANGHAI	"HOPSAUNG"	Thursday	9th Nov., 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSAUNG"	Thursday	9th Nov., 10 a.m.
STRAITS & CALCUTTA	"TAISANG"	Thursday	9th Nov., 3 p.m.
HAIPHONG via HOIHOW	"HOSANG"	Thursday	10th Nov., 10 a.m.
MANILA	"MINGSANG"	Friday	10th Nov., Noon
BANGKOK via SWATOW	"LOONGSANG"	Friday	10th Nov., 3 p.m.
TSINGTAU via SWATOW	"KWAISANG"	Tuesday	14th Nov., 10 a.m.
TSINGTAU via SWATOW	"CHIPSANG"	Tuesday	14th Nov., Noon

KOBE	"KUTSANG"	Thursday	16th Nov., D.L.
STRAITS & CALCUTTA	"KUTSANG"	Thursday	16th Nov., Noon
BANGKOK via HOIHOW	"NAMSANG"	Thursday	16th Nov., 3 p.m.
TSINGTAU via SWATOW	"CHUNSANG"	Friday	17th Nov., 11 a.m.

YATSHING ... Sunday, 19th Nov., D.L.

OHAKSANG ... Tuesday, 21st Nov., Noon

WINGSANG ... Friday, 24th Nov., 10 a.m.

Calcutta Line—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Singapore, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when in season.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "KILSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kidat, Jesselton, Lubuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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"GLNIFFER"	25th November.
"GARNATIONSHIRE"	1st December.
"GLENBEG"	13th December.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	27th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movement are subject to change without notice.

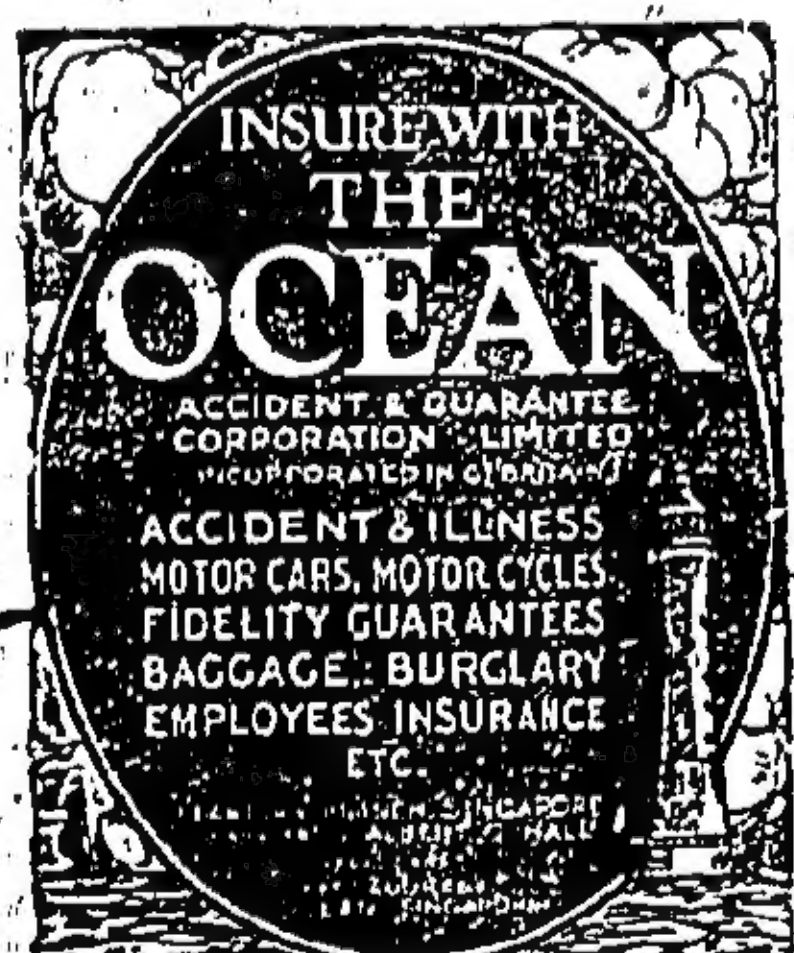
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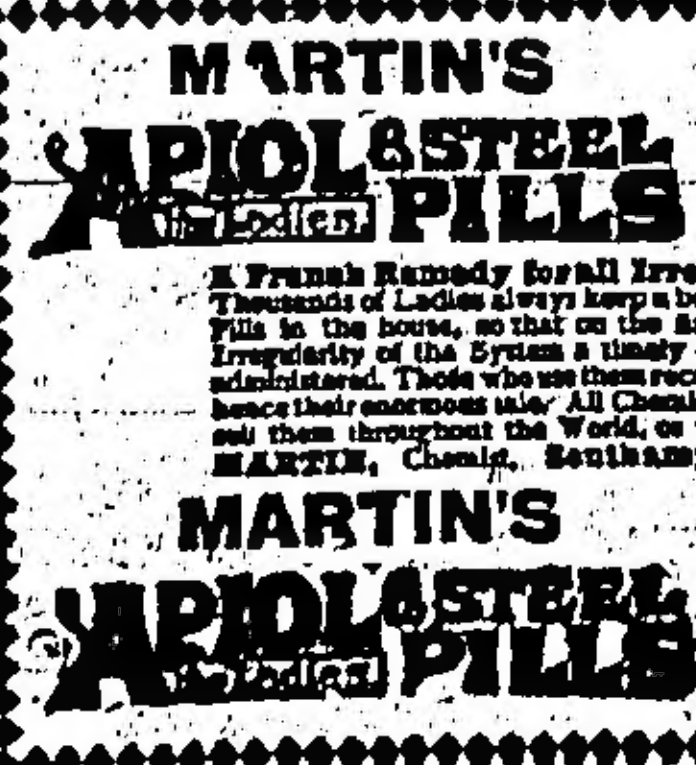


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SHIPPING NEWS

ARRIVALS

November 7th.
Armenian, British str., 3,230 tons, Capt. A. J. Rainey, from Amoy, with a general cargo.—China Mail S.S. Co.
Romona, American str., 4,819 tons, Capt. T. Johnson, from Shanghai, with a general cargo.—Admiral Line.
Semarang Maru, Japanese str., 2,447 tons, Capt. K. Yasin, from Semarang, with a general cargo.—Nanyo Yusen Kaisha.
 November 8th.
Ah Pui Tai, Chinese str., 484 tons, Capt. Lau Ng Wu, from Macao, with a general cargo.—Wai Hing.
Chung Hing, Chinese str., 249 tons, Capt. Leung San Kong, from K. C. Wan, with a general cargo.—Hong On S.S. Co.
Footang, British str., 1,057 tons, Capt. F. E. Lane, from Calcutta, with a general cargo.—J. M. & Co.
Hsin Chung, Chinese str., 2,090 tons, Capt. A. R. Newburgh, from Tientsin, with a general cargo.—C.M.S.N. Co.
Hsichang, British str., 1,270 tons, Capt. W. C. Rasmussen, from Swatow, with a general cargo.—Douglas S.S. Co.
Hsichang, British str., 1,363 tons, Capt. A. H. Stewart, from Saigon, with rice.—Fook Tai Cheong.
Hopang, British str., from Canton.
Hydrunt, British str., 561 tons, Capt. W. J. Collier, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.
Kanjo Maru, Japanese str., 2,015 tons, Capt. T. Matsushige, from Keelung, with a general cargo.—O.S.K.
Kuikang, British str., from Canton.
Seochun, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.
Taito Maru, Japanese str., 1,130 tons, Capt. T. Hongo, from Shanghai, with a general cargo.—N.Y.K.
Touma Maru, Japanese str., 1,765 tons, Capt. T. Kawamura, from Keelung, with coal.—M.B.K.
Van Cloon, Dutch str., 2,862 tons, Capt. F. Schlette, from Amoy, with a general cargo.—J.C.J.L.
Venezia, Italian str., 7,628 tons, Capt. John Haezlish, from Singapore, with a general cargo.—Lloyd Triestino.

CLEARANCES

November 7th.
Han Wah, for Hoihow.
 November 8th.
Ah Pui Tai, for Macao.
Pulani Maru, for Canton.
Hopang, for Swatow.
Kuikang, for Amoy.
Kajun Maru, for Hoihow.
Kanjo Maru, for Shanghai.
Mahon, for Swatow.
Mike Maru, for Crapand.
Ningpo, for Shanghai.
President Pierce, for Shanghai.
Seochun, for Amoy.
Seochun, for Canton.
Taito Maru, for Swatow.
Taito, for Chefoo.
Taito Maru, for Hoihow.
Taito Maru, for Muntok.
Van Vollenhaven, for Whampoa.
Yan Heng, for Saigon.

SHIPPING MOVEMENTS.

The s.s. **Mentor** (Blue Funnel) left Liverpool on November 4th for Singapore, Hongkong and Shanghai, and is expected to arrive here on or about December 6th.
 The R.M.S. **Empress of Canada** (Capt. A. J. Bailey, R.N.R., Commander), to leave here for Victoria and Vancouver, B.C. via Shanghai (Wosung), Kobe and Yokohama at noon on November 17th.
 The R.M.S. **Empress of Asia** arrived at Kobe on November 7th, at 4 p.m., left on November 8th, at noon, and is due at Yokohama on November 10th, at 8 a.m.
 The Pacific Mail s.s. **President Cleveland** is due here at about 5 p.m. today, November 9th. She will be despatched for Manila at 5 p.m. on Saturday, November 11th, and will arrive at that port on Monday, a.m., November 13th.

SHIPPING FREIGHTS REDUCED.

Shipping freights between Manchester and Bombay are to be reduced by 37 per cent. as the result of an agreement between the Manchester Chamber of Commerce and the Bombay Steam-Trade Conference.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
 FROM NEW YORK.

THE Steamship

"CITY OF CANTON"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hoi's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 12th November, 1922, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 19th November, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 6th November, 1922. [1724]

PASSENGERS.

ARRIVALS.

Per s.s. **Kanjo Maru**, on November 8th: Mr. J. R. Haydon.
 Per s.s. **Footang**, on November 8th: Miss E. Davis, Mr. C. Wedsted, Mr. R. G. Scheinoff.
 Per s.s. **Hsichang**, on November 8th: Mrs. R. A. Currie, Mrs. D. O. Fenwick, Mr. D. L. Ralph.
 Per Lloyd Triestino s.s. **Venezia**, on November 8th: Monsignor Costantini Gelse, Cav. Dr. Tullio Giovannini, Mr. Schmid Oscar, Rev. Biondi Giuseppe, Rev. Jose De Silva Lucas, Rev. Lopez Mariano, Mrs. Orsmond-Eugenie.

DEPARTURES.

Per P. & O. s.s. **Dongola**, for London, via ports: Admiral Sir Alexander Duff, Miss Duff, Mrs. E. Turner, Capt. and Mrs. G. P. McAdam, Mr. and Mrs. Phelps, Mrs. Hunter, Miss Reid, Mr. Schlemmer, Mr. L. Huish, Mr. McEvan, Mr. P. L. O. Hill, Mr. W. R. Abbott, Mr. N. Lindop, Mr. T. W. Bates, Mr. S. Burt Spillett, Mr. G. N. Hall, Mrs. A. O. F. Cobley, Mr. C. C. C. and Miss Colman, Major Daubuz, Mrs. Lindell, Captain Miller, R.N., Mr. N. F. Giffis, Mr. Wilson, Mr. T. Laidlaw, Mr. K. Salter, Mr. and Mrs. C. H. Craig, Mr. W. K. Keller, Mr. F. Williams, Mr. and Mrs. H. Price, C.P.O. E. Seward, Mr. G. M. Roberts, Mr. Russell, Mrs. L. G. Esser, Miss Wolfendale, Miss Lindball, Miss A. Busch, Miss Chamberlain, Miss E. Shaw, Mr. R. C. McBean, Mr. P. J. Robinson, and Mr. E. Stockdall.

Per N.Y.K. s.s. **Fushimi Maru**, on November 7th: Count Asa, Mr. M. Fujioaka, Mr. S. Inaba, Miss D. Baker, Mr. S. Kowno, Mr. K. Shishido, Mr. G. M. Alford, Mrs. C. I. Blanchett, Madame C. Campeao, Mr. E. Schroeder, Mr. K. Ohshima, Mr. John S. Gardiner, Mr. N. H. Gould, Mr. Colman, Mrs. J. L. Shaw, Mr. S. Suzuki, Mr. G. Hiraka, Lieut. A. W. Hatfield, Lieut. R. W. Bratnell, Capt. The Master of Sunhill, Mrs. F. Sunhill, Mr. T. Watanuki, Mr. T. Satch, Mrs. O. Ramsay, Dr. Mrs. Colman, Miss J. Patterson, Miss Colman, Mr. E. Nievegolt, Mr. T. Koyama, Mr. N. Ogata, Mr. F. Sugiyama, Mr. H. Toyoda, Mr. M. Tanaka, Mr. T. Takagi, Mr. K. Nagai, Mr. R. Maeda, Mr. S. Kobayashi, Mr. T. Kowmoto, Mr. C. Unio, Mr. H. Ohmichi, Mr. J. Lebercher, Mrs. J. A. Kennedy, Mr. and Mrs. A. G. Rendall, Mrs. Shaw, Mr. G. Ringmald, Paymaster Lieut. H. B. Lejeune, Mr. and Mrs. Ludgero de Freitas Martins, Mrs. M. T. da Silva, Miss M. H. da Silva, Miss M. M. da Silva, Miss M. T. Yasuda, Miss Y. Yoshida, Mr. K. Tanaka, Mr. H. Inouye, Mr. T. Matsunaga, Mr. J. Yuna, Mr. S. Sogoh, Mr. Y. Takakura, Mr. M. Okuyama, Mr. Y. Totoki, Capt. Ramon Colbo, Miss M. Hasdenconfuel, Miss E. Carnell, Mrs. F. Carnell, Lieut. C. S. Hickman, Mr. K. Sotome, Mr. K. Inouye, Mr. T. Murohashi, Mr. U. Chikayama, Mr. J. L. Chidsey, Mr. Y. Takayama, Mr. W. H. Cannon, Mr. D. MacLennan, Mr. F. Norcross, Mr. and Mrs. Berkin, Mr. S. Ische, Mr. M. Matsuyama, Mr. J. Munoka, Mr. K. Yabuki, Mr. Y. Kasai, Mr. R. Morinishi, Mr. K. Nishiwaki, Mr. and Mrs. K. Ikeda, Miss Frobrajensky, Mr. Colin Daires, Mr. L. Danielson, Mr. S. Yamasaki, Mrs. K. Yamazaki, Mr. J. M. Clark, Mr. W. G. Miller, Mr. H. B. Rodrigue, Mr. W. G. Ellis, Mr. J. Bond, Mr. J. Bond, Mr. S. Manton, Mr. S. Hunter, Mr. M. Presobrajensky, Mr. Y. Tanaka, Mr. Marshall, Mr. M. Hamaguchi, Mr. M. Blasina, Mr. N. Boodiloff, Dr. M. O'Callaghan, Dr. H. C. Hocken, Mr. Y. Yamamoto, Mr. Y. Takahashi, Mr. B. Sudoh, Mr. R. Hosokawa, Mr. W. P. Crawford, Mr. S. Enomoto, Mr. S. Kanawo, Mr. T. Arai, Miss E. M. Ford, Miss C. J. da Costa, Miss Cecilia, Mr. N. Takiguchi, Mrs. Takiguchi, Mr. M. A. da Silva, Mr. J. Camaisa, Mr. B. L. Gile, Mr. M. Gomes, Mr. R. Mata, Mr. T. Zrauo, Mr. D. I. Augusto, Mr. A. Correia, Mr. F. da Silva, Mr. J. de Frias, Mr. M. C. Ozeira, Mr. G. Raenos, Mr. M. Kowno, Mr. K. Matsuda, Mr. Erethjof Gunneson, Mr. K. Yajima, Mrs. E. P. Navarros.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due Nov. 11th.
Akita Maru (N.Y.K.), due Nov. 10th.
Aleupou (Blue Funnel), due Nov. 23rd.
Calebas (Blue Funnel), due Nov. 28th.
Elpenor (Blue Funnel), due Dec. 3rd.
Empress of Russia, due Nov. 24th.
Ision (Blue Funnel), due to-day.
Moriones (Blue Funnel), due Nov. 20th.
Mits Maru (N.Y.K.), due Nov. 12th.
Muji Maru (N.Y.K.), due Nov. 10th.
Nelus (Blue Funnel), due Nov. 30th.
Pres. Cleveland (P.M.), due Nov. 11th.
President Wilson (P.M.), due Nov. 28th.
Sanuki Maru (N.Y.K.), due Nov. 14th.
Soudon (P. & O.), due to-day, noon.
Tango Maru (N.Y.K.), due Nov. 16th.

DAIRY FARM NEWS

TRY OUR

DEVONSHIRE CREAM

IT IS DELICIOUS

75 Cts. per phi.

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CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia,

CONNECTING WITH

Empress of Scotland, Empress of France, Empress of Britain, Empress of India.

\$620.50 GOLD

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\$412.84 GOLD

First Class

Second Class

Third Class

Fourth Class

Fifth Class

Sixth Class

Seventh Class

Eighth Class

Ninth Class

Tenth Class

Eleventh Class

Twelfth Class

Thirteenth Class

Fourteenth Class

Fifteenth Class

Sixteenth Class

Seventeenth Class

Eighteenth Class

Nineteenth Class

Twentieth Class

Twenty-first Class

Twenty-second Class

Twenty-third Class

Twenty-fourth Class

Twenty-fifth Class

Twenty-sixth Class

Twenty-seventh Class

Twenty-eighth Class

Twenty-ninth Class

Thirtieth Class

Thirty-first Class

Thirty-second Class

Thirty-third Class

Thirty-fourth Class

Thirty-fifth Class

Thirty-sixth Class

Thirty-seventh Class

Thirty-eighth Class

Thirty-ninth Class

Fortieth Class

Forty-first Class

Forty-second Class

Forty-third Class

Forty-fourth Class

Forty-fifth Class

Forty-sixth Class

Forty-seventh Class

Forty-eighth Class

Forty-ninth Class

Fiftieth Class

Fifty-first Class

Fifty-second Class

Fifty-third Class

Fifty-fourth Class

Fifty-fifth Class

Fifty-sixth Class

Fifty-seventh Class

Fifty-eighth Class

Fifty-ninth Class

Sixtieth Class

Sixty-first Class

Sixty-second Class

Sixty-third Class

Sixty-fourth Class

Sixty-fifth Class

Sixty-sixth Class

Sixty-seventh Class

Sixty-eighth Class

Sixty-ninth Class

Seventieth Class

Seventy-first Class

Seventy-second Class

Seventy-third Class

Seventy-fourth Class

Seventy-fifth Class

Seventy-sixth Class

Seventy-seventh Class

Seventy-eighth Class

Seventy-ninth Class

Eightieth Class

Eighty-first Class

Eighty-second Class

Eighty-third Class

Eighty-fourth Class

Eighty-fifth Class

Eighty-sixth Class

Eighty-seventh Class

Eighty-eighth Class

Eighty-ninth Class

Ninetieth Class

Ninety-first Class

Ninety-second Class

Ninety-third Class

Ninety-fourth Class

Ninety-fifth Class

Ninety-sixth Class

Ninety-seventh Class

Ninety-eighth Class

Ninety-ninth Class

Hundredth Class

"CANADIAN PACIFIC THROUGHOUT"

Telephone: Central 752. Hongkong Office. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

AN UNEQUALLED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$977.07

Maximum Rate U.S.G. \$230.00

First Class Accommodation Throughout

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "CHINA" s.s. "NILE" s.s. "NANKING"

Nov. 27th. Dec. 12th. Jan. 5th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

Nov. 10th, at 10 a.m. Nov. 17th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

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"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

S.S. "CITY OF PARIS" ... 9th Nov. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF TOKIO" ... 17th Nov. ... Havre, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... 3rd Dec. ... Marseilles & London.
 S.S. "CITY OF YOKO" ... 10th Dec. ... Marseilles & London.
 S.S. "CITY OF SIMLA" ... 17th Dec. ... Marseilles & London.
 S.S. "CITY OF POONA" ... 24th Dec. ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE HANK LINE, LTD.

REISS & CO., CANTON.

(Tel. Central 780)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TRUCER" ... via Suez Canal ... 15th November.
 S.S. "CITY OF CANTON" ... via Suez Canal ... 22nd November.
 S.S. "AGAPENOR" ... via Suez Canal ... 29th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE HANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

REISS & CO.,

CANTON.

[75]

M.SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES**M.**

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS	14th Nov.
ARMAND BEHIC	28th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 2138. 14s. 0d. | B CLASS (1st Class) ... 2130. 6s. 0d.
 STEAMERS (2nd) ... 2101. 12s. 0d. | STEAMERS (2nd) ... 86. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

"LIGNE COMMERCIALES" (CARGO BOATS).

S.S. "C. HAMEL", sailing 17th Nov., for HAVRE, DUNKERK & ANTWERP.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

3, QUEEN'S BUILDINGS.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Parnham ... Friday, 10th Nov., at 1 p.m.
 HAKING ... Capt. J. S. Thomson ... Tuesday, 14th Nov., at 1 p.m.
 HAIPOONG ... Capt. W. S. Turnbull ... Friday, 17th Nov., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

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**P. & O., British India
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(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

BRITAIN, JAWA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.**
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	12nd Nov., 11 a.m.	Marseilles, London & Antwerp.
"BOUDAN"	6,700	22nd Nov.	Spore, Penang, Colombo & Bombay.
"KARMALA"	9,000	8th Dec.	Bombay, Mar. L'bon. & Awerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"ELIAS"	7,300	10th Jan., 1923	do.
"SARDINIA"	4,500	24th Jan.	do.
"NELLOR"	8,858	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,062	7th Mar.	do.
"KASHMIR"	8,341	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.
"NANKIN"	7,000	18th Apr.	do.
"KARMALA"	9,000	2nd May	do.
"KHIVA"	9,000	16th May	do.
"KASHGAR"	9,000	30th May	do.

BRITISH INDIA - APEAR SAILINGS

"GREGORY APEAR" 4,649 14th Nov. Singapore, Penang & Calcutta.
 "ARRATON APEAR" 4,600 14th Nov. Singapore.
 "TAKADA" 7,000 22nd Nov. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 29th Nov. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"SOUTHERN" 6,700 10th Nov., 4 p.m. Shanghai.
 "KASAGAR" 9,000 15th Nov. Shanghai & Japan.
 "TORILLA" 5,800 21st Nov. Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
 Parcels exceeding more than 25 lbs. x 3 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.
 For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

25, Desford Road, Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
 Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 14th Nov.
 BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
 "SEATTLE MARU" ... Tuesday, 5th Dec.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
 "HONOLULU MARU" ... Tuesday, 21st Nov.
 "JAVA MARU" ... Tuesday, 28th Dec.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "KIRI MARU" ... Saturday, 2nd Dec.
 CALCUTTA via SINGAPORE & RANGOON.
 "NANKING MARU" ... Sunday, 12th Nov.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND, POINTS U.S.A. & CANADA—Passenger Service.
 "AFRICA MARU" ... Thursday, 18th Nov.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
 "AMUR MARU" ... Saturday, 14th Nov.
 NEW ORLEANS LINE via SUEZ.
 "PORTS"—Kobe & Yokohama.
 "ATLAS MARU" ... Thursday, 16th Nov.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "KALJO MARU" ... Every Sunday, 10 a.m.
 "AMAKURA MARU" ...
 TAKAO via SWATOW & AMOY.
 "SOBBU MARU" ... Saturday, 16th Dec.
 For sailing dates and further particulars please apply to—
 Tel. Central No. 4060. K. SHIMA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**and **NEW YORK**

S.S. "GATHIC PRINCE" ... 24th November.
 S.S. "GOTHIC PRINCE" ... 1st of December.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165.

Telegrams: (Furness).

(Incorporated in Great Britain).

24, George's Building.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For SHANGHAI ... "SHANGHAI" ... On 9th Nov. D.L.
 For SHANGHAI & NEWCHOW ... "SHANGHAI" ... On 9th Nov. D.L.
 For SHANGHAI & NEWCHOW ... "SHANGHAI" ... On 9th Nov. D.L.
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SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Weiping.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

TELEPHONE CENTRAL 25.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Australia
"TAIYUAN"	1st Dec.	8th Dec.
"CHANGSHA"	30th Dec.	4th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Saloon Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports!
 For freight and passage apply to— **BUTTERFIELD & SWIRE**
 Telephone Central No. 25. (JOHN SWIRE & SONS, LTD.) Agents.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For **NEW YORK & BOSTON via SUEZ**

S.S. "KENDAL CASTLE" ... sailing on or about 22nd November.
 S.S. "WRAY CASTLE" ... sailing on or about 20th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "NIPPON" ... sailing on or about 1st December.

FOR BRINDISI, VENICE & TRIESTE

S.S. "VENEZIA" ... sailing on or about 25th November.
 S.S. "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing end of December.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

[74]

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.**

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S. \$3620.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco ...

S.S. "PRESIDENT WILSON" ... Dec. 6th ... Dec. 23rd.

[Sailings and Fares Subject to change without Notice.]

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives Manila ...
 S.S. "PRESIDENT WILSON" ... Nov. 11th, 5 p.m. ... Nov. 13th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG, and RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For: SAVANNA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER" ... Nov. 14th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141, Cable Address "PACIFIC MAIL", Union Building, Hongkong.

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[85]

POST OFFICE NOTICE.

XMAS LETTERS-MAILS FOR ENGLAND.

Xmas Letter Mails for England will be closed in the G.P.O. per S.S. Purthes on 14th inst. and per S.S. Empress of Canada on 17th inst. These mails are both expected to reach London on 21st December.

It is advisable to register packages containing Xmas gifts when such are sent by letter-post.

GENERAL HOLIDAYS.

The General Post Office will be open on Friday, the 10th and Saturday, the 11th Nov., from 8 a.m. to 9 a.m. only. There will be one delivery of Ordinary and Registered Correspondence and one collection of letters from the Pillar Boxes on each day. The Money Order Office will be entirely closed. The District Post Office will be open from 8 a.m. to 9 a.m., and from 5 p.m. to 6 p.m., with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only, and Sheungwan Branch Office, which will be open from 8 a.m. to 9 a.m., and from 5.30 p.m. to 8 p.m. There will be one delivery from District Offices at noon on each day.

INWARD MAILS.

FROM	PER	DATE
SEALTS	Kilaka Maru	9th inst.
SHANGHAI AND JAPAN	Taiyama Maru	9th inst.
SHANGHAI & N. C.	Soudan	10th inst.
JAPAN	Akita Maru	10th inst.
U.S.A. JAPAN & SHANGHAI	Meiji Maru	10th inst.
SEALTS	Mito Maru	12th inst.
SEALTS	Sandaki Maru	14th inst.
AUSTRALIA & MANILA	Tama Maru	16th inst.

OUTWARD MAILS.

TO	PER	DATE
Seigon	Guankang	Thursday, 9th, 9.00 A.M.
Seigon and Calcutta	Hongkong	Thursday, 9th, 1.00 P.M.
Swatow	Hydrangea	Thursday, 9th, 2.30 P.M.
Fort Bayard	Shanghai	Thursday, 9th, 3.00 P.M.
Dairen	Peking	Thursday, 9th, 5.00 P.M.
Shanghai and Japan & Victoria B.C.	Kaga Maru	Friday, 10th, 9.00 A.M.
Hankow and Haiphong	Mitsunaga	Friday, 10th, 9.00 A.M.
Sandakan	Mitsunaga	Friday, 10th, 9.00 A.M.
Swatow, Amoy and Fuchow	Huikang	Friday, 10th, 9.00 A.M.
Philippine Islands	Loongkong	Friday, 10th, 9.00 A.M.
Shanghai and North China	Soudan	Friday, 10th, 9.00 A.M.
Hankow, Pakhoi and Haiphong	Katong	Saturday, 11th, 9.00 A.M.
Strait & Egypt	Isan	Saturday, 11th, 9.00 A.M.
Batavia Samarang and Sourabaya	Typhoon	Sunday, 12th, 9.00 A.M.
Swatow, Amoy and Keelung	Kaga Maru	Sunday, 12th, 9.00 A.M.
Shanghai and N. China	Shanghai	Sunday, 12th, 9.00 A.M.
Swatow and Bangkok	Katong	Monday, 13th, 9.00 A.M.
Shanghai, Dairen	Kaga Maru	Monday, 13th, 9.00 A.M.
Canada, United States America, C. and S. America & EUROPE via SAN FRANCISCO—due San Francisco, 12th Dec.	Siberia Maru	Monday, 13th, 9.15 A.M.
Strait & Egypt	Deucalion	Monday, 13th, 2.00 P.M.
Philippine Islands	Taiyama	Monday, 13th, 5.00 P.M.
Shanghai and North China	Katong	Tuesday, 14th, 9.00 A.M.
Philippine Islands, Australia & New Zealand, via Thursday Islands—due Thursday Islands 25th Nov.	Ahi Maru	Tuesday, 14th, 9.00 A.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.
OPENING QUOTATIONS.

8th November, 1922.	
On London—	
Telegraphic Transfer	1/5 1/2
Bank Bill, on demand	2/5 1/2
Bank Bill, at 30 days sight	2/5 1/2
Bank Bill, at 6 months sight	2/5 1/2
Credit, at 4 months sight	2/5 1/2
Documentary Bill, 4 months sight	2/5 1/2
On New York—	
Bank Bill, on demand	810
Credit, 4 months sight	845
On Hongkong—	
Bank Bill, on demand	54 1/2
Credit, at 60 days sight	56 1/2
On Shanghai—	
Telegraphic Transfer	186
Bank Bill, on demand	186
On Canton—	
Telegraphic Transfer	186
Bank Bill, on demand	186
On Hankow—	
Bank Bill, at sight	112 1/2
On Yokohama—	
On demand	110 1/2
On Manila—	
On demand	104
On Batavia—	
On demand	141 1/2
On Haiphong—	
On demand	100 1/2
On Saigon—	
On demand	85 1/2
On Bangkok—	
On demand	85 1/2
Soyabean, Bank's Buying rate	1/2 1/2
Gold Leaf 100 fine per mch.	420
Ran Silver per oz.	33 1/2

Hongkong	16 cent piece	50 1/2
Hongkong	30	1.50
Canton	30	25 1/2
Canton	18	9.00

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital	£30,000,000
Reserve Funds	£4,000,000
Share	£4,000,000
Reserve Liability of Proprietors	£30,000,000

Court of Directors:

G. M. DOWELL Esq., Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
J. G. M. Bernard Esq., Hon. Mr. E. V. D. Farr.
A. M. BOWEN Esq., W. L. PATERSON Esq.,
G. T. M. ELLIOTT Esq., H. P. WHITE Esq.,
P. H. HOLYOAK Esq.

Chief Manager:

A. G. SMITH Esq.

Manager: Shanghai—G. H. STOTT Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER &
PAKE'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. E. BARLOW,
Acting Chief Manager,
Hongkong, December 29th, 1922.

CHARTERED BANK OF INDIA
AUSTRALIA & CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853)

HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,700,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT,
Manager,
Hongkong, March 20th, 1921.

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1824.

A. Capital	£1,000,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,000,000
Special Reserve	£1,000,000

Head Office—Amsterdam.

Branches at The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES:

Batavia	Manila	Singapore
Bombay	Medan	Sourabaya
Buenos Ayres	Peking	Tientsin
Calcutta	Panama	Yokohama
Canton	Shanghai	
Cebu	Sourabaya	
Djakarta	Tientsin	
Kobe	Yokohama	
Kyo-to		
London		

Correspondence at Colombo, Madras, Pondicherry, Rangoon, Saigon, Shanghai, Hankow, Amoy, Yokohama, Malacca, Sydney, New York, San Francisco, etc., etc.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transmits banking business of every description.

W. H. SHERRIFF,
Agent,
Hongkong September 4th, 1922.

The
"Three Castles"
MAGNUMS

Smoked around the world.

Wm. & A. S. W. Co. (China) Ltd. — Distributors.

THE MERCANTILE BANK OF INDIA,
Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,150,000

BANKERS

40, BARKER STREET, LONDON, E.C. 3.

BRANCHES:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Ceylon, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kato Bana Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager,
7, Queen's Road Central,
Hongkong, January 17th, 1922.

THE CHINESE MERCHANTS
BANK, LTD.

司公限有行銀商華

HEAD OFFICE

Alexander Building, Charter Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	¥40,000,000.00
Paid-up Capital	¥13,770,000.00
Reserve Fund	¥6,077,000.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central.

Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Commercial Union Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company New York.

Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Money Exchange.

THUEN FEE,
Manager,
Hongkong September 25th, 1921.

THE BANK OF EAST ASIA,
Limited.

HEAD OFFICE:

No. 10 Des Voeux Road, C. HONGKONG.

Established 1819.

Authorized Capital ¥10,000,000.00

Paid-up Capital ¥5,000,000.00

Reserve Fund ¥20,000,000.00

DIRECTORS:

Mr. Fung Wai Tung, Chairman.
Hon. Mr. Chow Shou Son.
Mr. Li Koon Onn.
Mr. Fung Ping Shan.
Mr. P. K. Kwok.
Mr. Kan Chin Nam.
Mr. Hayah Tai.
Mr. Kan Yung Po.
Mr. Li Tai Fung.

CHIEF MANAGER—Mr. Kan Yung Po.

Asst. Manager—Mr. Li Tai Fung.

BRANCHES & AGENCIES:

LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, MANILA, SOURABAYA, BOMBAY, CANTON, CALCUTTA.

London Branch, 40, BARKER STREET, City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at the rate of 2 per cent. per annum on Savings Accounts from 4 per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 4 per cent. per annum.

For 6 months at the rate of 4 1/2 per cent. per annum.

For 12 months at the rate of 5 per cent. per annum.

For 18 months at the rate of 5 1/2 per cent. per annum.

For 24 months at the rate of 6 per cent. per annum.

For 30 months at the rate of 6 1/2 per cent. per annum.

For 36 months at the rate of 7 per cent. per annum.

For 42 months at the rate of 7 1/2 per cent. per annum.

For 48 months at the rate of 8 per cent. per annum.

For 54 months at the rate of 8 1/2 per cent. per annum.

For 60 months at the rate of 9 per cent. per annum.

For 66 months at the rate of 9 1/2 per cent. per annum.

For 72 months at the rate of 10 per cent. per annum.

For 78 months at the rate of 10 1/2 per cent. per annum.

For 84 months at the rate of 11 per cent. per annum.

For 90 months at the rate of 11 1/2 per cent. per annum.

For 96 months at the rate of 12 per cent. per annum.

For 102 months at the rate of 12 1/2 per cent. per annum.

For 108 months at the rate of 13 per cent. per annum.

For 114 months at the rate of 13 1/2 per cent. per annum.

For 120 months at the rate of 14 per cent. per annum.

For 126 months at the rate of 14 1/2 per cent. per annum.

For 132 months at the rate of 15 per cent. per annum.

For 138 months at the rate of 15 1/2 per cent. per annum.

For 144 months at the rate of 16 per cent. per annum.

For 150 months at the rate of 16 1/2 per cent. per annum.

For 156 months at the rate of 17 per cent. per annum.

For 162 months at the rate of 17 1/2 per cent. per annum.

For 168 months at the rate of 18 per cent. per annum.

For 174 months at the rate of 18 1/2 per cent. per annum.

For 180 months at the rate of 19 per cent. per annum.

For 186 months at the rate of 19 1/2 per cent. per annum.

For 192 months at the rate of 20 per cent. per annum.

For 198 months at the rate of 20 1/2 per cent. per annum.

For 204 months at the rate of 21 per cent. per annum.

For 210 months at the rate of 21 1/2 per cent. per annum.

For 216 months at the rate of 22 per cent. per annum.

For 222 months at the rate of 22 1/2 per cent. per annum.

For 228 months at the rate of 23 per cent. per annum.

For 234 months at the rate of 23 1/2 per cent. per annum.

For 240 months at the rate of 24 per cent. per annum.

For 246 months at the rate of 24 1/2 per cent. per annum.

For 252 months at the rate of 25 per cent. per annum.

For 258 months at the rate of 25 1/2 per cent. per annum.

For 264 months at the rate of 26 per cent. per annum.

For 270 months at the rate of 26 1/2 per cent. per annum.

For 276 months at the rate of 27 per cent. per annum.

For 282 months at the rate of 27 1/2 per cent. per annum.

For 288 months at the rate of 28 per cent. per annum.

For 294 months at the rate of 28 1/2 per cent. per annum.

For 300 months at the rate of 29 per cent. per annum.

For 306 months at the rate of 29 1/2 per cent. per annum.

For 312 months at the rate of 30 per cent. per annum.

For 318 months at the rate of 30 1/2 per cent. per annum.

For 324 months at the rate of 31 per cent. per annum.

For 330 months at the rate of 31 1/2 per cent. per annum.

For 336 months at the rate of 32 per cent. per annum.

For 342 months at the rate of 32 1/2 per cent. per annum.

For 348 months at the rate of 33 per cent. per annum.

For 354 months at the rate of 33 1/2 per cent. per annum.

For 360 months at the rate of 34 per cent. per annum.

For 366 months at the rate of 34 1/2 per cent. per annum.

For 372 months at the rate of 35 per cent. per annum.

For 378 months at the rate of 35 1/2 per cent. per annum.

For 384